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The Hongkong Telegraph

(ESTABLISHED 1881.)

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December 9, 1916. Temperature 6 a.m. 61 2 p.m. 44
Humidity 44

December 9, 1916. Temperature 6 a.m. 68 2 p.m. 69
Humidity 60 61

WEATHER FORECAST
FAIR.
Barometer 30.10.

7634 日五十月一十

SATURDAY, DECEMBER 9, 1916.

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TELEGRAMS.

(Reuter's Service to The "Telegraph.")

CABINET RECONSTRUCTION.

MR. LLOYD GEORGE DESIRES A CABINET OF SIX.

GREATER LABOUR REPRESENTATION.

December 7, 2.50 p.m.

The newspapers reveal a growing feeling that Mr. Lloyd George will succeed in forming a Ministry. It is stated that Labour generally is desirous of remaining within the Government, but will demand a larger share of office. It is understood that Mr. Lloyd George has promised the Labourites three or more Ministerial posts. Mr. Lloyd George desires that the Cabinet shall not exceed six, the other Ministers not to be members of the Cabinet. Mr. Henderson and Mr. Bruce are willing to serve under Mr. Lloyd George, but the Liberal ex-Ministers prefer to be in friendly opposition.

Ovations for Mr. Asquith and Mr. Churchill.

December 8, 2.30 p.m.

About two hundred members of Parliament were present at a private Liberal meeting at the Reform Club, held at noon. Mr. Asquith was given an ovation, and Mr. Churchill, who attended, was cheered.

Mr. Asquith's Patriotic Appeal.

December 8, 3.45 p.m.

Mr. Asquith delivered a very patriotic speech at the Liberal meeting, and was frequently applauded. He emphasised the necessity of strenuously supporting the Government for the purpose of winning the war. The meeting was unanimous in its determination to support the Government in any steps it might take to prosecute the war with vigour and determination.

Liberals to Support New Government.

December 8, 3.00 p.m.

The Liberal party meeting passed a resolution of confidence in Mr. Asquith and of its determination to support the new Government in the prosecution of the war.

The Foreign Secretaryship.

December 8, 3.45 p.m.

Mr. Asquith has stated that Mr. Balfour will be Foreign Secretary, while Lord Robert Cecil will remain Under Secretary.

THE GREEK CRISIS.

Dastardly Attacks at Athens.

December 7, 3.30 p.m.

Reuter learns the details of a dastardly attack made at Athens on the Mayor, M. Benochi, a septuagenarian and a member of the Greek Colony at Alexandria.

His house was subjected to a fusillade from the residence of Prince Ypsilanti, Master of the King's Horse, and from the street. Princess Ypsilanti, who is a Hungarian, personally encouraged the soldiers, who broke into the house, seized the Mayor, spat upon him, bayoneted him, hit him with the butt-end of their rifles, and partly tore out his beard.

The Mayor, covered with blood, was dragged into the street while Princess Ypsilanti was seen at the window clapping her hands. M. Benochi was taken for examination and eventually sent home, where he now lies, with his house wrecked and looted.

When the Venizelist, General Corakas, with three other prisoners, including M. Marandis, ex-Chief of Police, were removed from the Parliament House, blood was streaming from the head and face of General Corakas, whose eyes were swollen and bruised from blows he had received during his arrest, and during the magisterial examination. While General Corakas was being taken past the principal restaurant in Athens, a mob, amid the applause of the soldiers, threw filth in his face. This was the signal for the mob to break through the cordon of soldiers, and maltreat General Corakas, whom the soldiers had to take back to the Parliament House to prevent him being killed.

CANADIAN CASUALTIES.

December 7, 12.50 p.m.

A Toronto official announcement says the Canadian casualties are 65,880, including 10,333 killed, and 5,400 who have died as a result of wounds.

THE SUBMARINE CAMPAIGN.

The War on Norwegian Shipping.

December 8, 2.30 p.m.

According to Reuter's correspondent at Christiania, it is officially stated that nineteen Norwegian vessels, of a tonnage of 32,993, were lost during November.

More Sinkings.

December 8, 1.45 p.m.

It is announced that the following vessels have been sunk:—The steamers Julian Bobito (Spanish), Nexos (Danish), Alla (Norwegian) and the schooner Aus (Russian).

THE INVASION OF RUMANIA.

Germans Claim 8,000 Prisoners.

December 8, 4.50 a.m.

A German communiqué, issued last evening, states:—A Rumanian Division which was caught on the Alt River on the 6th inst. was forced to surrender. It comprised 8,000 men and twenty-six guns.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE BALKAN STRUGGLE.

Austria's "Day of Revenge."

December 8, 4.05 a.m.

An Austrian official message states:—The Russian pressure in the Carpathians has considerably diminished. Weak attacks in the Tatra Valley were repulsed. The message adds:—December 6 was a day of revenge for Rumania's base treason, when the fourth enemy capital was captured.

TRIESTE AIRSHEDS BOMBED.

December 8, 4.10 a.m.

An Italian official message states that two seaplanes bombed airsheds at Trieste.

(In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.)

EARLIER TELEGRAMS.

THE POLITICAL CRISIS.

The Proposed War Cabinet.

December 8, 1.45 a.m.

Mr. Herbert Samuel has declined the invitation of Mr. Lloyd George to join the Government. It is authoritatively stated that Mr. Asquith and his colleagues will fully co-operate with the Government, as did Mr. Bonar Law from the beginning of the war. It is understood that Mr. Henderson will be appointed to a seat on the War Council and Mr. G. N. Barnes will be given an important post in the Cabinet, while three or four minor posts will also be filled by Labourites. The fact of the Labour pivot in the Government has aroused expectations of the nationalisation of the railways, shipping and mines. Mr. Lloyd George has received many congratulations, including those from the Australian Premier, Mr. Hughes and Mr. Holman.

Mr. Asquith Refuses Peerage.

December 8, 5.40 a.m.

The "Morning Post" states that Mr. Asquith has received a letter from the King thanking him for his great services and offering him a Peerage and the Garter. Mr. Asquith has declined.

The Changes in Office.

December 8, 5.40 a.m.

It is thought that either Lord Derby or Lord Milner will go to the War Office, more probably the former, Mr. Balfour to the Colonial Office and Mr. Bonar Law to the Admiralty. Sir Edward Carson may be Minister without portfolio, and devote himself to the War Committee. Hon. E. S. Montagu will probably remain as Minister for Munitions.

How Labour Will be Represented.

December 8, 5.40 a.m.

It is reported that Mr. Lloyd George told the Labourites that there would be a real Labour Minister, presiding over the new Labour Department, which will take over, inter alia, the whole of the Labour work of the Board of Trade under the Munitions Act. There would also be Government control of shipping and coaling for the duration of the war. The Peasants Minister would be a Labourite. He foreshadowed the mobilisation of all gardeners in the country to train and supervise unskilled labour for increased food production.

THE RUMANIANS.

The Kaiser's Thanks.

December 8, 1.45 a.m.

The Kaiser has telegraphed to General Mackensen thanking him for his "ever memorable capture of the capital of the treacherous enemy, Rumania."

An Orderly Retirement.

December 8, 6.45 a.m.

The division which surrendered on the Alt is the remnant of the Rumanian rearguard, which has been fighting for three weeks in the rear of the Germans. A Petrograd message states that all the guns of the forts at Bucharest were saved. The Rumanian army, intact, retired in most orderly fashion.

German Victory a Defensive One.

December 8, 6.45 a.m.

"Vorwarts" deprecates the bellying and belagging over the fall of Bucharest, and says:—"The victory over Rumania is a defensive victory. Our enemies are still strong, unconquered and confident in ultimate victory. Hence M. Stuermer has been replaced by M. Treppoff and Mr. Asquith has yielded to a stronger man. We must still about 'We desire Peace'."

The "Rheinisch Westfälische Zeitung" also warns its readers that the war will last a long time and says that the ministerial changes in Russia and England mean that the victory party are determined on war to the knife.

GERMAN COMPULSION BILL BECOMES LAW.

December 8, 4.55 p.m.

The Kaiser has ratified the Civilian Compulsion Bill, which then comes into force.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

FRENCH SECRET SESSION.

December 8, 4.55 a.m.

A subsequent secret session of the Chamber expressed confidence in the Government by 344 to 160.

The Chamber's vote of confidence approves of the Government's resolution to concentrate the general conduct of the war and the economic re-organisation of the country under limited control.

It relies upon the Government in conjunction with the Allies making, with redoubled energy, the common sacrifices and efforts indispensable to complete victory.

SINKING OF ARABIA A "MISTAKE."

December 8, 1.40 a.m.

A German note, replying to the United States with reference to the sinking of the Arabia on 6th November, states that the Germans mistook her for a transport. Other indications of that were large batches of Chinese and other coloured persons aboard, dressed in national costume, whom he considered to be workmen-soldiers, such as are used behind the enemy front. He did not see any women or children. Amends are offered if Germany can be satisfied of her mistake. A serious situation may develop, the American Government having held that such mistakes are intolerable.

BRITISH TRAITORS AT LARGE.

The I.L.P. and Its Meetings.

"We have strong friends in England, who together with the Peace Party, will see to it that Germany reaps some reward for the blood and treasure she has spent."—*Deutsche Tageszeitung*, September 14th, 1916.

"There is nobody who admires Germany more than I do."—*Ramsey MacDonald*, M.P., August 8th, 1914.

"Young men, the lowest aim of your life is to be a soldier. The good soldier never thinks. He never tries to distinguish right from wrong. A good soldier is a blind, fearless, soulless machine. He is not a man."—*G. Bernard Shaw*, May 11th, 1912.

"In proportion as England is demoralised of soldiers, for foreign service, the anti-war agitation carried on by Ramsey MacDonald and the Independent Labour Party grows more formidable."—*Berliner Tageszeitung*, September 10th, 1915.

"All members of the I.L.P. are requested not to assist the Government in its recruiting campaign."—I.L.P. resolution passed at Glasgow on January 2nd, 1915.

It is a black disgrace that the authorities should allow the I.L.P. to outrage the feelings of those whose dear ones have fallen in battle by holding their shameful pro-German peace meetings in the public parks. The editor of the Labour Leader, who recently served a richly deserved imprisonment in Pentonville Jail for offences against recruiting, now boasts that, despite the parents of soldiers at the front, his traitorous Party are going to hold meetings all over London.

The peace-mongers claim the right to hold their own meetings in a flat calm, and organise disturbances at all patriotic gatherings. At a meeting held at Glasgow on October 8th, the peace hooligans attended for the purpose of hooting the Marcellaise and insulting French officers present as the guests of this country. At their own meetings the Huns are hailed as comrades. During the few days immediately preceding the declaration of war, a vast propaganda was organised by the I.L.P. Its own organ, whose export is prohibited, said:—

On Sunday, in well-nigh every town and city in Great Britain, meetings were organised in support of the demand that the Government should maintain an attitude of neutrality.—*Labour Leader*, August 6th, 1914.

Those meetings were got up so speedily as to prove that the traitors must have known even then that their friends the Huns had arranged to violate Belgian

territory. The amount spent on those meetings must have been enormous, but no information was ever given as to where the money came from. It is now common knowledge that the Germans had planned to attack Britain directly France was stricken down. That programme was frustrated only by the British declaration of war, which the I.L.P. strove to prevent. The arrangement of those neutrality meetings was consistent with a guilty knowledge of Germany's plans, and the best possible course to adopt to ensure a successful invasion of this country. If those vile traitors who are peace-mongers now had succeeded then, British women and children would at this moment be suffering those hideous atrocities which their German comrades have heaped on Belgium. If English girls are not now being sold into compulsory prostitution by the Huns, it is because the I.L.P. meetings failed. When recruiting started, the I.L.P. organised gangs of foul-mouthed hooligans to break up recruiting meetings. Whenever a lad stepped forward to enlist, the I.L.P. shouted and jeered. When wounded soldiers came on the platform, the peace-mongers told them they were shamming, and asked them what they were paid. When Michael O'Leary, V.C., spoke, the I.L.P. had a special gang following him from meeting to meeting for the purpose of hawking insulting interruptions. When the soldiers went into training camp, the "conscientious objectors" invented filthy lies against their character. They were accused of vice, disease, and drunkenness. The peace-mongers organised a movement for plugging women never to speak to any man in khaki. Women seen speaking to "heavily armed" were grossly insulted. Every blackguardly injury against this country was attempted by the I.L.P. for the benefit of its German comrades. Could columny have killed those brave soldiers who have been slaughtered out of existence here long before they failed to lay down their gallant lives for us in France. Directly they went, the I.L.P. got busy so that their hated countrymen should be short of munitions while fighting their German friends. I.L.P. traitors were sent to the United States to prevent the dispatch of munitions of war from America to our soldiers in the trenches. Because J. W. T. Newbold was punished for this offence, he is to day the most popular of I.L.P. speakers. When Military Service came, the I.L.P. got up mock tribunals and "conscientious training" classes and produced such an orgy of falsehood and hypocrisy as to make the very same of conscientious objectors stink in the nostrils of every honest man.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

MAROONED EXPLORERS.

London, Reuter Dec. 9.

According to Reuter's correspondent at Wellington, the Aurora is sailing for the Ross Sea on December 16 to rescue the marooned members of the Shackleton Expedition.

Sir Ernest Shackleton is aboard and will have charge of the land operations.

(In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.)

DONT FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Monday, December 11.

P. W. D. Offices.—Crown Land Sale; 3 p.m.

Thursday, December 14.

Hongkong University.—Conferment of degrees; 5.30 p.m.

Friday, December 15.

Theatre Royal.—Opening performance of "Kismet" by A.D.G.

Tuesday, December 28.

Hongkong Winter "Bisley."

honest man. So degraded a type of anti-militarism was produced by the I.L.P., that the newspapers revolted against allowing his nauseating hypocrisy before the tribunals to appear in print. When the war began, the I.L.P. strove to stop this country fighting until their German comrades were ready to fight us short-handed. When we were short of men they strove to stop recruiting. When Germany had an overwhelming superiority, they strove to stop our getting munitions from abroad. Directly they saw that Germany's first attack had failed, they struggled to help her by insisting that the war would end in a stalemate. Now that this country is getting the best of it, the I.L.P. is crying out for peace before worse things happen to their German friends. The people to be humiliated and insulted first, last, and all the time are to be the soldiers in the trenches. Bertrand Russell, the I.L.P. speaker who has already been punished for conduct likely to assist the enemy, says:—

They (the soldiers) will not easily find their place again among the occupations of peace. They will have become accustomed to act . . . in mere obedience to orders. . . . They will have little will power. . . . It will be hardly possible to find room for them all in the labour market. . . . We must expect that a large proportion of them will become drunkards, and that not a few will take to crime.—*The U.D.C.*, March, 1916.

The proper places for the I.L.P. anti-militarists is behind barbed wire, alongside their German comrades whom they admire so much, and away from those "heavily British soldiers" whose name they can never take on their lips save as the medium for some brutal curse or abuse. Members of the I.L.P. are the King's enemies, and have no right to hold meetings here while our brothers are fighting and dying for us in the trenches. For some reason an amount of tolerance has been shown to these enemies of their country which is in striking contrast with the petting and interference with patriotic men. Already the public have taken the matter into their own hands and will go further unless the authorities intervene. Directly.—*R. H. Glover* in *John Bull*.

GENERAL NEWS.

Died for France.
A solemn High Mass of Requiem was celebrated in the Church of the Assumption in Bangkok for the repose of the soul of Brother Louis Chane, of the Assumption College, gloriously fallen on the Somme front. —Singapore Free Press.

Worthy of Cicero.

During the hearing of a case in the Prize Court recently Sir Samuel Evans, in looking through some intercepted correspondence, said there was a letter written apparently by a German in Germany to a relative in New York, which began with a motto which was worthy of Cicero. The epigram said: "When a schoolmaster becomes a diplomatist he invariably makes a mess of things." "That," commented his Lordship, "is obviously a reference to the American President."

Reception for Li Lih-Kwan.
Shanghai, Dec. 2.—The Association of Kiangai Residents in Shanghai has decided to hold a reception on the 3rd instant in the Yuyuan Garden, in honour of Gen. Li Lih-Kwan. Circulars have been issued to the Kiangai provincial, through the two Chinese chambers of commerce and other public bodies, dilating upon the signal service Gen. Li had rendered to their province when he was Tath at Nanchang, and stating that in order to show their gratitude and admiration for the protection he had given their home folks and the restoration of the Republic he had accomplished, all fellow provincials should make a point of being present at this reception.

The Late Jack London's Prophecies.

To the list of imaginative writers who have predicted something like the sort of warfare that is now being waged must be added the name of Jack London, says an Exchange. A correspondent of a New York paper calls attention to an article of his that appeared in the "Overland Monthly" in March, 1900. In this he wrote: "Soldiers will be compelled to creep forward, burying themselves in the earth like moles." And again: "Future wars must be long. No more open fields; no more decisive victories; but a succession of sieges fought over and through successive lines of widely extending fortifications. The defeated army—supposed to be defeated—will retire slowly, intrenching itself step by step, and most likely with a sam intrenching machine." In the same article Mr. London emphasised the greater deadliness of artillery owing to "the use of range-finders, chemical instead of mechanical mixtures of powder, high explosives, increase of range, and rapid fire."

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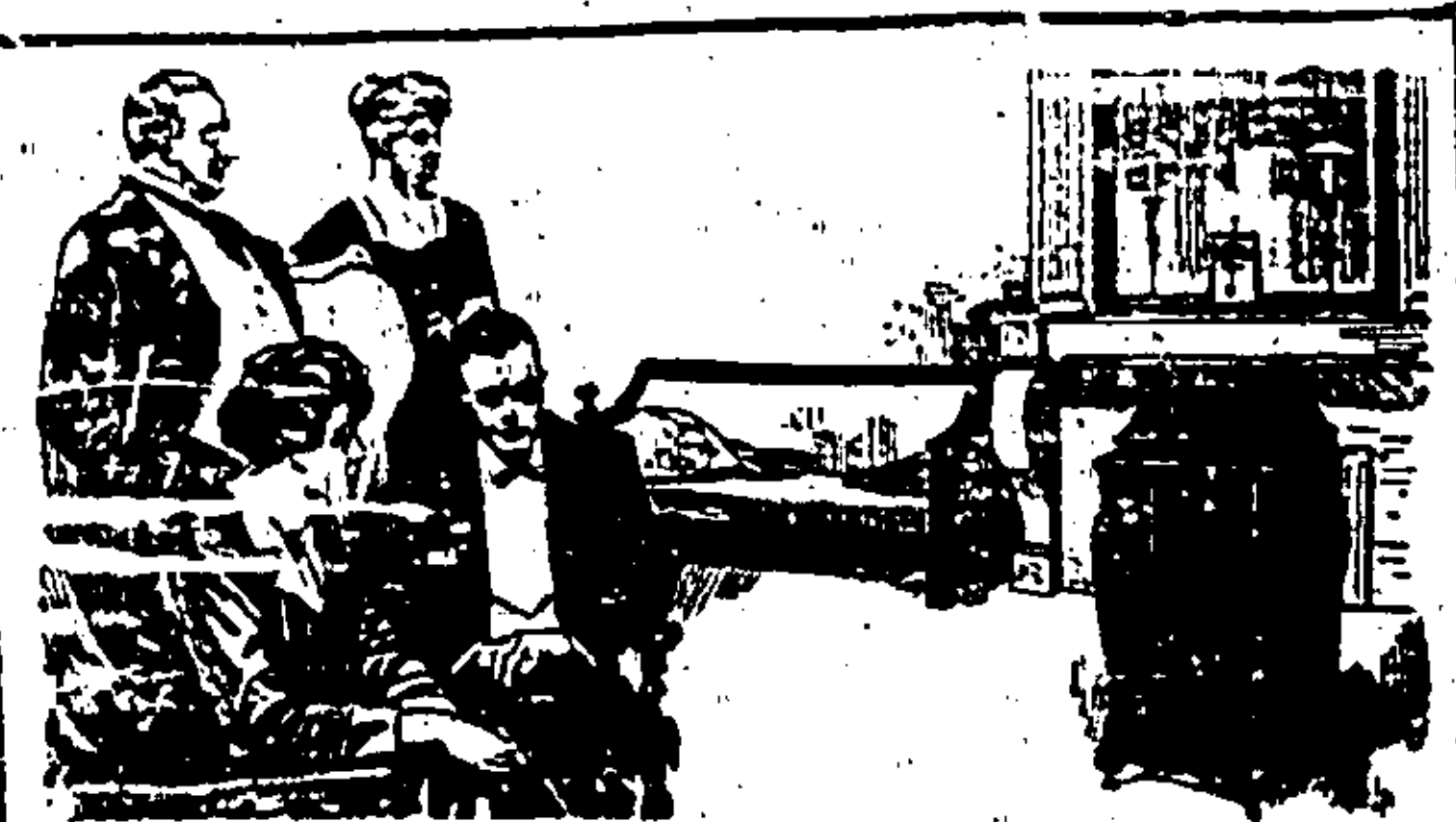
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THERAPION
SUITABLE FOR ALL kinds of ailments, such as Rheumatism, Gout, Gravel, Neuralgia, Migraine, Headache, Stomachic Disorders, Indigestion, Constipation, Liver Troubles, Kidney Diseases, Skin Affections, etc. It is a powerful and safe remedy, and its use is recommended by the highest medical authorities.

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THE GOVERNMENT OF THE PHILIPPINE ISLANDS
DEPARTMENT OF COMMERCE AND POLICE OFFICE
OF THE DIRECTOR OF PUBLIC WORKS.
MANILA, P. I.

NOTICE OF SALE OF MOTOR TRANSPORTATION EQUIPMENT.
SEALED bids plainly marked "Bids for purchase of P. I. Motor Transportation Equipment," will be received at the Office of the undersigned and at the Office of the American Consul General at Hongkong, Shanghai and Singapore, until December 30, 1916, for the purchase, subject to prior sale, of the following units of motor transportation equipment owned by the Government of the Philippine Islands, to wit:

No.	Articles (Yorshire Patent)	Manufacturer's rated capacity.	Unit Cost Price delivered at Manila in 1913.	Total Cost Price delivered at Manila	Location (Where may be inspected)
6	Steam Wagons	3 ton	P7,773.87	P46,643.22	Manila, P. I.
3	Trailer	2 ton	1,135.96	3,407.88	Manila, P. I.
1	Steam Wagon	3 ton	7,773.87	7,773.87	Hilo, P. I.
1	Trailer	2 ton	1,135.96	1,135.26	Hilo, P. I.
1	Steam	3 ton	7,773.87	7,773.87	Baguio, P. I.

The above motor transportation equipment was manufactured by the Yorkshire Patent Steam Wagon Co. (The Yorkshire Commercial Motor Co.), Leeds, England, under what is known as the "Yorkshire Patents," and was purchased new from the manufacturer by the Government of the Philippine Islands in 1913.

All of the equipment is in good serviceable condition and the six steam wagons and three trailer wagons in Manila have had but little use in the past 18 months and have recently been repaired and overhauled in the Government Machine shops and are in first class condition.

The equipment is not constructed so as to conform to the requirements of the motor vehicle Law of the Philippine Islands and a condition of the sale will be, that said equipment will not be used upon the public highways of the Philippine Islands.

Bids will be received for the purchase of all or any part of the above described equipment. The terms of the sale will be cash upon delivery at Manila. All bids must be accompanied by a draft or certified check payable to the "Treasurer of the Philippine Islands," for 10% of the amount of any bid as a guarantee that delivery of said equipment will be received at Manila, and payment made therefor, within sixty days after notice is received of the acceptance of any bid.

To facilitate the dispatch of notice of acceptance or rejection of any bid, all bidders residing outside of the Philippine Islands should give the name and address of a representative in the Philippine Islands to whom notice may be given.

All certified checks or drafts of unsuccessful bidders will be returned with notice of the rejection of their bid.

The right is reserved to sell privately at any time, all or any part of the above equipment, or to reject any or all bids received, or to accept such bid or bids as in the opinion of the undersigned are most advantageous to the Government of the Philippine Islands.

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Director of Public Works.
Manila, P. I.

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TO BE LET.—European House No. 19, and Ground Floor of No. 20, Kennedy Road, with bath rooms, detached kitchen and servant quarters, also electric lights &c., complete. Apply Phone No. 906, or 551, or on premises.

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NOTICES.

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Agents.
Hongkong, 5th December, 1916.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1915. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

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NOTICE.

THE MITSUI BUSSAN KAISHA's steamer, s.s. "TO-KAI MARU," will be despatched by the Toyo Kisen Kaisha, for Japan, Honolulu, San Francisco, Mexico and Central and South American Ports, on FRIDAY, the 19th January, at Noon.

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T. DAIGO,
Agent, The Toyo Kisen Kaisha, Hongkong.

MAN LOONG.

FIRST-CLASS PRESERVES, CIGARS AND SOY MANUFACTURERS.

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WE are the leading Manufacturers in this class of Goods. Our Fruit & Cigars are all fresh and of the first pick. Our Soy is prepared from the best quality of Soybean. We give our special attention to the business and sanitary arrangements.

NOTICES.

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GENTLEMEN'S GLOVES FOR ALL OCCASIONS.

TAN DOESKIN GLOVES	PAIR 4.50
WHITE CHAMOIS	3.00
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QUALITY.
25 YEARS IN WOOD.

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Correspondents are requested to observe this rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, SATURDAY, DECEMBER 9, 1916.

OUR PAVEMENTS.

That the condition of our pavements is a never-failing theme for newspaper articles can hardly be called creditable to the Government of Hongkong. Doubtless there are officials who know nothing of this condition, for the very simple reason that some of them seem never to be guilty of such a plebeian act as walking, unless it be to church or on a golf course. But since the Colony does not belong entirely to them, it might be well if they would take an occasional stroll round a portion of the City of Victoria, and try to learn how the other half of the world lives. We would not ask them to walk in any nasty, low neighbourhoods, where, thanks to the energies of our Sanitary Department, small bits of excrement and dirt, and where, by the grace of our P.W.D., both pavements and roads are filled with holes wherein they might break a leg. We would merely suggest that they stroll from the Club, along the left-hand side of the Praya as far as the Steamboat Company's Wharf, then turn into Des Voeux Road and sample the pavements on either side—it doesn't matter which—as far as the Central Market; keep a alongside this into Queen's Road, and finally proceed by easy stages as far as the Naval Yard.

On leaving the Club they would be obliged to turn out of the path for a stretch, for someone—it could scarcely be the practical and energetic P.W.D.—has elected to appropriate a portion of the footway here as a storage for sand, plaster etc. But the roadway at this point is asphalted and the "path" is not, so one gains by the change. By way of improving matters, we would also suggest that this exploring expedition of our legislators be taken after nightfall. They would then discover that the covered way all along the Praya is in worse than semi-darkness, and that the stretch in front of the Harbour Office is ten degrees darker. Incidentally, too, they would find that the uncovered parts are about as well paved as a ploughed field. If they cast a glance up almost any of the cross streets, they would perceive that boxes, rubbish, merchandise and even an occasional private ricksha occupy the pavements thereof. If, to relieve their tired feet, they merged into Des Voeux Road by way of the Sincere Company's fine new pavement, they would observe that even here walking has its dangers, since coolies are allowed to expectorate broadcast and to throw orange-peel and banana-rind wherever they please. Returning towards civilisation, our pilgrims would encounter buckets, empty and full, standing not in the gutter but on the pavement, naked and unashamed; while, by the market, the waste water slopping round their ankles (at a time when Hongkong is markedly short of water) would almost make them forget the stench of the neighbourhood. Any shop-window attraction would speedily prove to them that the pavements here are not intended for mere Europeans, (other than those who are prepared to take the law into their own hands and clear a space for themselves,) for it is not the way of the "mutable, rank-scoted many," particularly if they hail from Canton, to move aside to allow a *fan kwai*, especially a female *fan kwai*, to pass. Outside the foreign banks in Queen's Road there is room to walk at night, but, by day, throngs of Chinese collect here and monopolise the footway. Arrived at the Cricket Ground our pedestrians would need to walk warily, for here the pavement offers pitfalls innumerable. We drew the attention of the P.W.D. to this fact before, but nothing has been done.

If at the end of their voyage of discovery our hawking lawmakers and law-breakers did not promptly take measures for the improvement of the pavements, we are very much mistaken. At present apparently they know nothing. Mr. Melbourne announced yesterday, in a case wherein a woman was summoned, that "it was not generally known" that it was an offence to carry bamboos on the pavements. Why has the Government not made it its business to let people know? The coolies themselves know, just as they know that they must not wear their rain-hats on the pavement, for almost invariably they make for the road, in these circumstances, if they see a European policeman approaching. Yesterday's prosecution and conviction are very far from being unimportant, and we sincerely hope that they will be followed up. The Chinese have to be taught that Hongkong is not Kwangtung, and that they cannot do quite as they please with their bamboos and buckets. Years ago the Police Department was famed for its maladministration, and only slowly is it recovering from the influence of the bad old times. It is doing its best to atone for past sins, but it needs all the co-operation that the public and the Government can give it. Meanwhile, what is it going to summon the P.W.D. for obstruction, and for neglecting to keep pavements and roads in decent repair?

Public Notices.

Now that the Police have embarked on a campaign aiming at the removal of long-standing public nuisances—witness the recent clearing from the pavements of stall-holders and sewing smelter, and the prosecution of a woman coolie for causing annoyance to pedestrians by carrying buckets of water on the side-walk in Queen's Road—we sincerely hope that they will not grow weary in well-doing. We have before referred to the frequent presence, in the thoroughfare named, of blind children, who, in charge of others not so afflicted, constantly pester passers-by. But nothing has yet been done to remove these unfortunate beings from the public thoroughfares. Any day, two little blind girls can be seen on the pavements of this street, playing stringed instruments and begging for alms, and we still wonder why it is that some charitable institution does not take them under its care. At any rate, however much one may sympathise with their plight, there can be no disputing the point that they make themselves a general nuisance, and if charity can do nothing for them, then the police should step in. While on this matter of public nuisances, is it not high time that action were taken to deal with the annoyance caused at Blake Pier by launches stacking up whilst alongside? Yesterday morning we saw a launch there in charge of Chinese who were busy washing down the deck. We watched the craft for more than a quarter of an hour, and during the whole of that time thick volumes of smoke were issuing forth from its funnel and being carried alternately across the pier, to the manifest discomfort of all using the landing stage, and on to the offices facing the Praya. Surely a stop can be put to this sort of thing. We understand that the Star Ferry Company prohibits its boats from stacking up when at the ferry pier. Is it not up to the authorities to apply a like restriction to launches which use public landing stages in the heart of the city?

Back to Gaol Again.
For being in unlawful possession of a quantity of resin, a Chinese was sent to prison for 14 days by Mr. J. R. Wood, at the Police Court this morning. He had only just come out of prison.

Hams.
A consignment of the well-known "Silver Dish" brand of hams has been received in the Colony. They are packed by Messrs. G. and J. Nickson, Ltd., of Liverpool, England. These have been specially selected for the Far East and are commanding a large sale. They can be obtained at all the leading stores.

Enemy Trade Marks.
It is notified in the Gazette that the registrations of certain trade marks owned by Messrs. Arnold Karberg and Co., Hongkong, have expired, and that they will be removed from the register on January 3, 1917, unless the prescribed fee for renewal is paid before that date.

Export of Silver.
Under the Importation and Exportation Ordinance, Rule 37 is repealed and the following rule is substituted therefor:—"37. No person shall without the special permission of the Superintendent of Imports and Exports export or attempt to export, or procure for the purpose of exportation, any silver dollars or silver bullion."

Prison Without Option.
A Chinese was charged before Mr. J. R. Wood, at the Police Court this morning, with being in possession of 133 tins of prepared opium. Revenue Officer Lannigan said the man was found on the Lung Wing Wharf with a box in his possession, a false bottom of which contained the drug. His Worship sent defendant to prison for six months without the option of a fine.

Mr. Landale's Successor.
His Excellency the Officer Administering the Government has been pleased to appoint Mr. Charles Edward Anton, provisionally and subject to His Majesty's pleasure, to be an Unofficial Member of the Legislative Council during the absence on leave of the Honourable Mr. David Landale, with effect from November 7, 1916.

Hidden Opium.
A Chinese was charged with being in possession of a quantity of Hongkong opium, valued at about \$4, before Mr. J. R. Wood at the Police Court this morning. Inspector Gordon said the man was found at the Kowloon Railway Station with the stuff hidden in his boots. He had a ticket for Shek Lang. If the man had been found with the drug under the same conditions on a ship, there could have been no charge against him. A fine of \$20 was imposed.

For a Public Purpose.
Notice is given that the Governor-in-Council having decided that the piece of ground registered in the Land Office as Lot No. 5916 in Survey District No. 1 in the New Territories is required for a public purpose, and private negotiations for the purchase thereof having (in the opinion of the Officer Administering the Government) failed, the property will be resumed by the Crown for a public purpose on the expiration of four months. Thereupon, such compensation in respect of the resumption will be paid as may be awarded in the manner provided by the Crown Lands Resumption Ordinance, 1900.

DAY BY DAY.

DIE WHEN I MAY, I WANT IT SAID OF ME BY THOSE WHO KNEW ME BEST, THAT I ALWAYS PLANTED A THISTLE AND PLANTED A FLOWER WHEN I THOUGHT A FLOWER WOULD GROW.—Abraham Lincoln.

The Mails.
Siberian Mail.—Due per a.m. Katori Maru to-day.
American and Canadian Mails.—Close per a.m. Venezuela at 11 a.m. on Monday.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.15/16d.

To-morrow's Anniversary.
To-morrow is the 17th anniversary of General Gato's reverse at Stormberg.

Rent Reminder.
Owners of property are reminded that Crown rent for the second half-year of 1916 is payable at the Treasury on or before the 23rd instant.

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1891.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending December 9, 1891.)

The Dollar.
December 9.—The rate of the dollar on demand to-day is 2/0. To China in a Ricksha.
December 5.—Subjects of the Fatherland, who are unfortunately enough to come within the grasp of the law, seem to be exceptionally fortunate in Shanghai. A culprit who was sentenced on the 18th inst. to one week's imprisonment, arrived at the goal on the 27th in a ricksha and applied for admission. He was cordially received, and the delicate kindness of the Consular authorities will no doubt enable him to pass the period of one week's seclusion in comparative peace of mind. He leaves for home as soon as he comes out of his retirement.

A Rough Trip.
December 5.—The Heungshan (Captain Clarke) felt the blow on her way over to Macao on the night of the 3rd; the gale came on her suddenly, and with exceptional violence. On the return trip yesterday, the Heungshan got a thorough "dusting," and she came into port with a white instead of black funnel, which caused one of our reporters, who noticed it, to step on board and make inquiry. As a result, it was ascertained that she had experienced very heavy weather on the passage and picked up two Chinese fishermen off a raft a little to the westward of Lantau. Several sunken junks were sighted inside the Brothers and near Cap-sai-mun Pass. It was impossible to come in through the southern fairway because that route was blocked with water-logged junks and wreckage of every description. The rescued fishermen were benumbed with cold, but soon came round after inhaling a "zip" or two of brandy and being supplied with dry, warm clothing. They stated that they had been drifting since early the day before, had lost all their effects and four barrels. They thought the gale must have caused great loss of life among the fishing fleet. It came up suddenly and was accompanied with squalls which were puffy and came down on them with hurricane force. During their lives they had never before been so taken aback as on this occasion for the reason that the weather up to an hour or two before the gale struck them was "set fine."

"Work."
December 7.—When an official of the Hongkong Government wants to go away and give his overworked brain a rest, he gets four months' leave on full pay, and eight months on half pay. In the meantime he has to find some kind Christian friend to do his work—they call it "work" quite seriously—and during the first four months the pay is a matter of arrangement between the two, while the pay of the locum tenens during the other eight months is the forfeited half of the real office holder's salary. If the substitute is also an official, he draws during the first period his original pay, and afterwards half of it and half the pay of his temporary office. So that, during the twelve months, the absentee draws four months' full and eight months' half, or (say) altogether eight months' full pay—eight months' wages in full for no work at all.

"Some" Notary.
December 7.—From a recent novel we extract the following passage:—"The notary was walking in his garden with both his hands behind his back and reading a newspaper." Nothing so wonderful for a notary after all! We have a few of the tribe in Hongkong who could beat it all ends up.

Lady May's Father.
December 8.—"Le Roi est mort—Vive le Roi!" The Major General has passed away from us, and now Sir William Robinson reigns in his stead. It is a pity (just now) that Hongkong is not like the Straits, where the Commanding Officer is permanently a member of Council, for our present General is really an admin-

1891.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for December 9, 1891.

Hongkong and Shanghai Bank.—170 per cent. premium buyers.
Union Insurance Society of Canton.—\$90 per share, buyers.
China Traders' Insurance Company.—\$81 per share, buyers.
North China Insurance.—\$125 per share, buyers.
Canton Insurance Company, Ltd.—\$106 per share, buyers.
Yantai Insurance Association.—\$102 per share, buyers.
Hongkong Fire Insurance Company.—\$325 per share, sellers.
China Fire Insurance Company.—\$91 per share, sales and sellers.
Hongkong, Canton and Macao Steamboat Company.—\$34 per share, sellers.
Hongkong and Whampoa Dock Company.—\$81 per cent. premium, sellers.
Hongkong Gas Company.—\$120 per share, nominal.
Hongkong Hotel Company.—\$50 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures.—\$50.
Indo-China S. N. Company.—\$25 per cent. dis. sales and sellers.
Douglas Steamship Company.—\$38 per share, sales and buyers.
China Sugar Refining Company, Ltd.—\$174 per share, sales and buyers.
Luncheon Sugar Refining Company, Limited.—\$53 per share, sellers.
Hongkong Ice Company.—\$80 per share, sellers.
Hongkong Rope Manufacturing Company, Ltd.—\$103 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company.—\$65 per share, sellers.
Hongkong Dairy Farm Co. Ltd.—\$7 per share, sales and sellers.
A. S. Watson and Co., Ltd.—\$19 per share, sellers.
Hongkong High Level Tramway Co., Ltd.—\$65 per share, buyers.
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Green Island Cement Co. Ltd.—\$14 per share, sellers.

SHIPPING IN PANAMA CANAL.

More British Vessels Use Waterway than American.

Though the Panama Canal was closed by a landslide for seven months during the year ended June last, the number of ocean-going vessels using the waterway was 781, with an aggregate net tonnage of 2,479,761, while the total cargo carried through the canal was 3,140,046 tons.

Of the 781 vessels, according to the report of our Consul at Colon, 368 were British and 238 American, the next most important nationality being Norwegian with 45.

An interesting fact is the large falling off in the United States coastwise trade in recent months. Since the re-opening on April 15 only 11 ships, with a tonnage of 27,706, passed through, this being less than a sixth of the average before the landslide.

With the closing of the canal, the vessels of the interrupted coastwise service were diverted to a great extent to the foreign trade, in which they have been kept by the prevailing high freights.

able men for the post he now vacates, and we would be honestly delighted to see him appointed Consul. His brief reign was never better named than in his own epigram: "A Summer of Awakening," and one of its brightest revelations was the man himself. Governors and public officials in Hongkong only too often deserve well, say, in complimentary remarks (which they sometimes receive "too") but of Digby Barker, it can only be said that the more we say him, the more we liked him, and we now realise that he has governed just long enough to make us years for more. The "Lancet" Callaghan with "only one jug o' punch."

THE SIBERIA MARU.

Reception on Board Yesterday.

The Toyo Kisen Kaisha made a further big addition to its already magnificent fleet when it acquired the Siberia from the Pacific Mail Steamship Company. The liner was re-named the Siberia Maru, and yesterday, having arrived in port from San Francisco for the first time flying the Japanese flag, a reception was held aboard.

The ship was purchased in New York, and after doing a trip to Vladivostok and back to San Francisco, she commenced on her ordinary scheduled run across the Pacific. At the present time she is lying in midstream undergoing further repairs and alterations. She is a splendid boat of some 18,000 tons gross, and has a speed of 18 knots an hour. On her trip from Manila this time, she accomplished the journey from Manila to Hongkong in the exceedingly short time of one day and 16 hours; moreover she experienced quite a strong monsoon which somewhat retarded her progress. In fair weather she will do the run in considerably less time.

A large number of people paid the liner a visit yesterday afternoon, and the Company had arranged things in an altogether admirable manner. The vessel was thrown open to the public, to whom invitations had been sent, and tea and refreshments were provided. The band of the Panjshis and a Japanese orchestra, both of which discouraged capital music, were in attendance.

As regards the ship's appointments, too much cannot be said. There is a beautiful promenade deck, a magnificent dining room, spacious staterooms, and every modern convenience which can be thought of. The drawing room is large and tastefully appointed, while there is a cosy smoke-room adjacent to the bar. There is not the slightest doubt that the ship will be greatly patronised by those having occasion to cross the Pacific.

The master of the vessel is Captain Hashimoto, and the officers include Dr. Scully; Mr. Ludvigsen, purser; and Mr. L. Evans, Chief Steward; all of who are Americans.

CHANNEL TUNNEL.

First Operations Would Employ Very Few Men.

Paris, Oct. 30.—The Journal publishes an interview from its London correspondent with Mr. Arthur Foll, M.P., chairman of the Parliamentary Committee, which has for its object the opening of the Channel Tunnel project. He states:—"I hope that within the next six or seven weeks we shall have a favourable report from the experts. This is the first step afterwards, although the House of Commons has a great deal of matter engaging its attention."

"I look forward confidently, since it concerns a measure which is supported by the Government, to the promotion of a Bill which shall be discussed and voted upon during the present Parliament. Personally I am of opinion that no time should be lost, but at present all our efforts must be directed to the war, and we have no right to take a single man who could be employed in the national defence for any other purpose. It is, therefore, this aspect of the question which we must leave to the Government."

"It is to be noted that in order to bore the preliminary tunnel, which is of small diameter, only two boring machines need be employed, one on the French side and the other on the English side. At the start the number of workmen would be very small. In any case the preparatory work should be carried out."

"As to the expense, it is estimated at \$16,000,000, or about three days' cost of the war for England. It is possible that, on account of the general crisis in prices, the necessary capital, which is what is this compared with the enormous importance which the tunnel would represent for transport purposes, without speaking of the relations between the two countries, which would be incomparably more intimate."

THE NATIONAL MISSION.

Last Night's Meeting for Men.

The Chamber of Commerce Room at the City Hall was packed to overflowing again last night, when Bishop Norris delivered an address on "Why should men pray?" His Lordship also gave the answers to several queries which had been addressed to him, prior to dealing with the advertised subject.

One question he had been asked was what were the teachings of the Church on the state of those who died at the front. Some, it might be, as far as they could see, were cut off in the midst of thoughtless lives, and some were cut off in the midst of almost sinful lives. He had already answered the question as well as he could, but he would take that opportunity of drawing their attention to a very beautiful prayer which had been authorised in more than one diocese of their Communion on behalf of those who died at the front. It was a Commendatory prayer for those who were on the point of departure. It was an exquisitely beautiful prayer.

He had been asked, and he was not surprised, a question on the subject of divorce. It read:—"Is it not at present a halting between two opinions? Surely the matter is of such grave importance that it warrants a definite opinion of the Church?" His Lordship replied that it was a matter of great importance, but it was a question which in one particular point hinged upon a doubtful point, as the meaning of Our Lord's words are recorded differently in two of the Gospels. The Church had always been in doubt about the matter. He asked them, if they agreed, to err on the right side, the strict side, and God in His own good time would show them if they were right or wrong. He had been brought to his notice that the Church of England in one of her canons was apparently clearly against re-marriage. But the Church as a whole was not quite clear. He thought personally that the individual had to act according to his conscience.

He was sorry that he had to mention the bridge question again: they would soon think he was a perfect bridge fiend, but he had received some correspondence on the matter, asking if he did not play for love, what points should be played for. One of his correspondents the other day told him that he seemed to be in favour of slight gambling. He—the Bishop—did not mean that for a moment. He was not in favour of gambling in any shape or form. What he asked them to do was not to play simply for money's sake. He did not think there were many people who would not feel less annoyed at losing a small sum than a large one. If they would take his advice they would only play for love—it was a splendid thing—though he would admit that a rotten game of bridge was rotten when players kept passing round.

Another question he had been asked was:—"If the Church fully trusts God, why is she afraid to speak the truth boldly?" The Bishop asked to be excused from answering this question. He would ask them all to be careful of what was the truth and what was not. They had each to decide what was the truth and what was not.

As regarded the question about Sunday golfers, he had been asked, he did not know whether it was a burning question, and as he had already expressed his views on Sunday observances, he did not think he could spend the time dealing with it again that evening. He agreed with his questioner on another point he had mentioned, that those people with servants should not give them any more work on Sunday than they could possibly help and not say to themselves "Oh, they are only Chinese, and not Christians." His Lordship asked them to make the work as light as possible on a Sunday.

Speaking on the subject of prayer, his Lordship said that prayer was a problem, but a very interesting problem, and it could also be considered as a question of free-will. He asked the question "Do I believe in God?" If

NOTICES.

Tel. 644. FAIRALL & CO. Pedders St.

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A VERY LARGE ASSORTMENT OF BAGS, SUITABLE FOR XMAS GIFTS.

IN LEATHER, SUEDE, SILKS, ETC.

ALL THE NEWEST DESIGNS AND SHADES.

THE NATIONAL MISSION.

TO-DAY.

3.00 p.m. Meeting for Children at Government House.

SUNDAY, DECEMBER 10.

Closing Services of the Mission.

7.45 a.m. Holy Communion, Cathedral.

11.00 a.m. Service in the Cathedral.

12 noon Holy Communion.

5.45 p.m. Service in the Cathedral.

9.00 p.m. Mass meeting in the Theatre (Men and Women).

Speaker Rt. Rev. F. L. Norris, D.D.

PRIZE CLAIMS COMMITTEE.

An Important Notification.

It is notified in the Gazette for general information that the Prize Claims Committee have now been empowered to entertain claims by unpaid British vendors in cases in which before the outbreak of war a British subject has sold and shipped goods on credit and in the usual course of business to a foreigner who, while the goods are still on their way to the purchasers, becomes an enemy.

Intending claimants should make enquiry at the Colonial Secretary's Office before forwarding their claims.

A False Step.
A man has been conveyed to the Government Civil Hospital suffering from injuries received through falling down a coal bunker on the s.s. Hongmoh.

the answer was "Yes," then a man must pray, for if he was a believer he must want to enter into communion with God. Prayer was a deliberate act of our whole being, to make real to ourselves the reality of God. In prayer they had to abandon sin and selfishness. All depended in getting in touch with God, and they should realise, too, that praise and thanksgiving was a part of prayer.

After a few questions had been asked, H.E. Mr. Claud Severn, the Officer Administering the Government, rose and said that as these were the last meetings—and he really thought they had been wonderful meetings—they ought to express their thanks to his Lordship for having addressed them on such difficult subjects during the course of the week. He moved a vote of thanks to his Lordship. It was their duty now to get to action. The vote was cordially given and the meeting terminated.

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 468 ALEXANDRA BUILDING.



TO-DAY'S ADVERTISEMENT.

TO BE LET.

TO BE LET.—At the Peak, a SMALL FLAT of Two Rooms, suitable for two Bachelors. Apply Box 1248 c/o "Hongkong Telegraph."

DAIRY FARM NEWS.

JUST RECEIVED

A

CONSIGNMENT

of

LARGE RIPE LUSCIOUS

ORANGES.

NOTICES.

BRITISH GOVERNMENT EXCHEQUER BONDS AND WAR SAVINGS CERTIFICATES.

Applications may be made through the undernoted Banks, from whom full information and the necessary forms may be obtained on application:—

Chartered Bank of India, Australia & China.
Hongkong & Shanghai Banking Corporation.
Mercantile Bank of India Ltd.



6% Exchequer Bonds

Repayable 1920

These Bonds, and the interest thereon, are free of Income Tax, if in the beneficial ownership of persons not ordinarily resident in the United Kingdom of Great Britain and Ireland.

Bonds are issued in denominations of £100, £200, £50, £1,000 and £5,000.

The interest is payable half-yearly on 16th February and 16th August.

Bonds can be obtained to "Bearer" or they may be registered in the books of the Bank of England.

A declaration regarding exemption from Income Tax is necessary in the case of Bearer Bonds, but the interest warrants relating to registered Bonds, without any deduction of Income Tax, can be sent direct to the owner of such registered Bonds or to his banker.

War Savings Certificates.

Value 5 years after purchase	Purchase Price
£500	£387 10 0
£1	15s. 6d.

FREE OF INCOME TAX

For every 15s. 6d. lent now £1 will be paid in 5 years' time, equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all, or their equivalent.

Meanwhile the money may be withdrawn in full at any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the fifth anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transfer. In the event of death, the same rule will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 3d. for each 15s. 6d. on the first anniversary of the date of purchase, and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent. The £1 Certificate (purchase price 15s. 6d.) are issued in book form. The Certificates for 1s. (purchase price 29 6s.) and 2s. (purchase price £19 7s. 6d.) are issued without books. The £1, £10 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 and £500 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at a Charge of 1s. General Post Office, London, June, 1916.

Examples of Investment in War Savings Certificates

Purchase Price		Value After									
		1 year.	2 years.	3 years.	4 years.	5 years.					
£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
387	10	393	15	418	15	443	15	468	15	500	
310		315		335		355		375		400	
232	10	236	5	251	5	266	5	281	5	300	
155		157	10	167	10	177	10	187	10	200	
77	10	78	15	83	15	88	15	93	15	100	
38	15	39	7	41	7	44	7	46	7	50	
15	10	15	15	16	15	17	15	18	15	20	
7	15	7	17	8	7	8	17	9	7	10	
3	17	3	18	4	3	4	3	4	3	5	
3	2	3	3	3	7	3	11	3	15	4	
2	6	2	7	2	10	2	13	2	16	3	
1	11	1	11	1	13	1	15	1	17	2	
	15		15		16		17		18	1	

N.B.—The investment may be any multiple of 10s. 6d. up to £387 10s.

THE NEW

TAB TIE

THE ONLY PERFECT DRESS TIE.

FASTENS SECURELY ON TO THE COLLAR STUD. FACILITATES TYING AND CANNOT GET OUT OF PLACE.

STOCKED IN BLACK SILK AND WHITE PIQUE IN THREE SHAPES, AND ALL SIZES FROM 14 TO 17½ INCHES.

MACKINTOSH

A CO. LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD.

TELEPHONE NO. 23.

Wm. Powell Ltd

TELEPHONE 346

OUR

CHRISTMAS

BAZAAR

IS NOW

IN FULL SWING.

WM. POWELL LTD.

12, DES VŒUX ROAD.

SEE THAT YOU BUY



EVERY RECORD HAS THIS MARK.

IT MEANS A CLEARER, MORE MUSICAL TONE AND LONGER SERVICE.

NEW STOCK JUST RECEIVED.

SOLE DISTRIBUTORS:

THE ANDERSON MUSIC CO., LTD.

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XMAS HAMPERS.

We beg to notify our Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following reduced Prices:

No. 1 Hamper

1 bottle	Most & Chandon Champagne	Quart
1	D.O.M.	Pint
1	Blackberry Brandy	Quart
1	Martell's XXX Brandy	
2	King George IV Whisky	
1	Super Tawny Port	
2	St. Julien Claret	
1	Vino de Porto Sherry	
1	Old Brown Sherry	
1	Old Tom Gin	
1 phial	Pomeranian Bitters	

No. 2 Hamper

1 bottle	Victor Claret Champagne	Quart
1	Martell's XXX Brandy	
2	Perfection Whisky	
2	Rich Old Port	
2	St. Julien Claret	
1	Vino de Porto Sherry	
1	Peppermint G. F. small	
1	D.O.M. small	
1	Old Tom Gin	
1 phial	Pomeranian Bitters	

No. 3 Hamper

1 bottle	Burgundy	Quart
1	Peppermint small	
1	D.O.M.	
2	Rich Old Port	
2	Perfection Whisky	
1	20 years Old Brandy	
1	Amontillado Sherry	
2	Medoc Claret	
1	Old Tom Gin	
1 phial	Pomeranian Bitters	

Hampers of all descriptions made up to suit Customers' requirements.

CANDE, PRICE & CO., LTD., WINE MERCHANTS.

TEL. NO. 135, 6, Queen's Road, Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NOVARA Capt. H. R. Hetherington, R.N.R.	daylight 11th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles	NANKIN Capt. G. Manley,	noon 15th Dec.	Direct Service.
SHANGHAI, Moji and Kobe	SOMALI Capt. L. D. Pinkney,	about 24th Dec.	Direct Service.
LONDON & B'bay via S'pore, P'ang, C'bo, Port Said & Marseilles	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOULTAN.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office,
Hongkong, 6th Dec., 1916.

E. V. D. Parr,
Acting Superintendent.

CANADIAN PACIFIC
OCEAN SERVICES
TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

30,625 tons Displacement. Quadruple Screw. Speed 20 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG
EMPRESS OF RUSSIA 28 Dec. EMPRESS OF RUSSIA 15 Mar.
Empress of Japan 10 Jan. Empress of Japan 28 Mar.
Monteagle 3 Feb. Monteagle 14 Apr.
EMPRESS OF ASIA 15 Feb.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID GASSOON & CO., LTD.

Hongkong, Nov. 24, 1916. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Cape of Good Hope.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co. Canton
Hongkong, 12th Oct., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Agents.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teneriffe	Katori Maru Capt. B. Kon T. 21,000 Kamo Maru Capt. R. Shimidzu T. 15,000	SATUR., 9th Dec. at noon. THURS., 28th Dec., at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Tamba Maru Capt. Akamatsu T. 12,500 Shidzuoka Maru Capt. Noma T. 12,500	TUES., 19th Dec. at noon. WED., 3rd Jan., at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. R. Takeda T. 9,600	WED., 13th Dec., at noon. FRI., 12th Jan., at 4 p.m.
OUTTA via S'pore, P'ang & Rangoon	Tosa Maru Capt. O. Sakamoto T. 10,000	FRIDAY, 12nd Dec.
BOMBAY via S'pore, Malacca & C'bo	Yokoroku Maru Capt. S. Hirata T. 8,000	THURSDAY, 14th Dec.
SHANGHAI, Moji and Kobe	Totomi Maru Capt. Kamada T. 8,000 Yamagata Maru Capt. K. Goto T. 8,000	MONDAY, 11th Dec. MONDAY, 11th Dec.
KOBE	Nikko Maru Capt. R. Takeda T. 9,600	End of December.
NAGASAKI, Kobe and Yokohama	Suwa Maru Capt. T. Sekine T. 21,000	SATUR., 16th Dec., at 10 a.m.
SHANGHAI, Kobe and Yokohama	Colombo Maru Capt. E. Nomura T. 8,000	MONDAY, 11th Dec.
VLADIVOSTOK, Kobe & Yokohama	Tokushima Maru Capt. Yamazaki T. 13,500	THURSDAY, 14th Dec.

NEW YORK via Shanghai, Kobe, Nagoya, Yokohama, S'pore, Francisco, Panama and Colon.
(To Yokohama M. 15,000) Early February.
(Capt. G. Shinomiya) February.
1 Wireless Telegraphy. NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.
Nippon Maru	11,000 - 15 knots	4th Jan. 1917.
Shinyo Maru	22,000 - 21 knots	17th Jan.
Persia Maru	9,000 - 14 knots	27th Jan.
Korea Maru	18,000 - 18 knots	10th Feb.

1st class to London £334.8 (7/11.10.0), return £649.9. (£122).
to San Francisco £250, return £437.50.
Cargo only. 1 Proceeding to South America Port.

*For this voyage the Persia Maru will call at Honolulu.
Special Rates given to NAVAL, MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUTE THE WORLD TAKEN IN CONNECTION with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, BALBOA, PANAMA, CALIFORNIA, IQUIQUE and VALPARAISO, THEREON BY TRANS-ANDREAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong
Kyo Maru 1,720 - 14 knots 9th Jan. 1917.

For Full Particulars as to Passage & Freight, apply to
T. DAICO, Agent,
KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang 14th Dec. S.S. Tjisandari 11th Feb.

Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.
Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU,
TO SAN FRANCISCO.

JANUARY 31, APRIL 11, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For	Steamer.	Date of Departure
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.		
For freight and further particulars, apply to		

JARDINE, MATHESON & CO., LTD.
Telephone No. 215, Bank Street, 10, Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	10th Dec. at d'light.
SINGAPORE	Changchow	10th Dec. at 10 a.m.
MANILA, CEBU & ILOILO	Chungking	12th Dec. at 4 p.m.
SHANGHAI	Luchow	12th Dec. at 4 p.m.
HOIHOW & HAIPHONG	Kailong	14th Dec. at 10 a.m.
SHANGHAI	Shanlung	14th Dec. at 4 p.m.
SHANGHAI	Yingchow	17th Dec. at d'light.
MANILA, CEBU & ILOILO	Taming	19th Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "NANTAN" and S.S. "SANDU".

MANILA LINE—Twin Screw Steamers "Chilana," "Taming," and "Tea." Excellent saloon accommodation. Ample electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE—PASS. (GERS, MAILS AND CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Yingchow," "Shantung," and "Sikilang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton-Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.
Hongkong Dec. 9, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	SHANGHAI	in port	9th Dec.	JAVA
Tjikijap	KOBE	21st Dec.	23rd Dec.	JAVA & MAKASSAR
Tjikmanoe	SHANGHAI	28th Dec.	30th Dec.	JAVA
Tjikarom	JAVA	28th Dec.	3rd Jan.	SHANGHAI
Tjikisag	JAVA & MAKASSAR	27th Dec.	31st Dec.	KOBE

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1674. York Buildings.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	25th Dec. at 11 a.m.	27th Jan.
St. Albans	6th Jan.	27th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Mailan..... A. E. Hodgins..... WED., 13th Dec. at 11 a.m.

Haiphong..... J. W. Evans..... TUES., 19th Dec. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPraik & Co.,
General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	Yuenang	Sat., 9th Dec. at 3 p.m.
SHANGHAI	Choyang	Wed., 13th Dec. at d'light.
S'PORE, P'ang & Outta	Kulsang	Thur., 14th Dec. at noon.
HAIPHONG	Talsang	Fri., 15th Dec. at 7 a.m.
MANILA	Loongsang	Sat., 16th Dec. at 3 p.m.

Return Tours to Japan.

The steamers, Kulsang, Namsang, Lalsang and Fooksang, leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsuhara and Kamsang leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Korea, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits Settlements are required to produce, on arrival at destination passports with their Photographs and description affixed thereto.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

SHIPPING NEWS.

Latest U.S. Shipbuilding Returns.

The Department of Commerce report for the past month that steel merchant vessels building or under contract to be built in private U.S. shipyards on Oct. 1, according to reports to the Bureau of Navigation, numbered 417 of 1,454,370 gross tons. Officials anticipate that this record will be exceeded by the building during the current month, in view of conditions now existing. Various expedients are being used to rush vessel construction, some of the domestic yards, it is learned, offering bonuses to the workmen if deliveries are made ahead of time.

French Shipping.

In the course of a debate in the Chamber of Deputies on November 28 the Government's proposal to advance funds to French ship-owners with a view to enabling them to buy or build vessels, M. Nail, the Under Secretary for the Maritime Marine, stated that the Allied Economic Conference had resolved to call for the restitution in kind of all merchant shipping destroyed by the enemy, as well as agricultural, manufacturing and commercial plant. French tonnage has been provided so that almost the same figure obtained as before the war, besides 150,000 tons which are approaching completion in France and 40,000 tons in England on behalf of French owners. The Maritime Transport Committee had secured the assignment of 60,000 tons of the German ships seized by Portugal. There was a good deal of bluff in the reports about the thousands of tons of shipping supposed to be under construction in Germany.

Progress of American Shipbuilding.

Steel merchant vessels building or under contract to be built in private American shipyards on October 1, 1916, according to October's returns to the Bureau of Navigation, Department of Commerce, number 417 of 1,454,370 gross tons. On June 30, 1916, Lloyd's Register reported 439 steel merchant vessels of 1,540,118 gross tons under construction in British shipyards. The American returns cover contracts on which work has not begun, while Lloyd's returns cover only ships on which construction has actually begun. Although British yards have increased their merchant work, the delivery of engines and machinery is slow, and at present the completed output of American and British yards are about equal. During September American yards finished 19 steel merchant vessels of 46,608 gross tons and made new contracts for 47 steel merchant vessels of 208,686 gross tons, about half of which is for Norwegian owners. The month's new contracts equal all the merchant steel tonnage in the allied States building or under contract on July 1, 1913, and exceed that on July 1, 1914.

Demand for Motor Ships.

In Denmark, at the present time, there is a large demand for motor sailing ships, as most of the recently founded shipowning concerns contemplate the use of that class of vessels for regular overseas cargo traffic. There are no fewer than forty motor sailing ships of over 100 tons cargo capacity in course of construction in the country, while nearly all the large steel sailing ships which are not provided with a motor are gradually being so equipped. The Kajundborg Company, for example, has had six steel sailing ships with a total of 7,000 tons fitted with motor for burning crude oil. One newly-established shipbuilding yard has received an order for seven motor sailing ships, in addition to four already in hand, and the Ring Andersen yard at Svendborg is building five motor sailers of 600 tons each. The latter yard recently delivered the three-master Niels Hansen of 373 tons gross and a cargo capacity of 600 tons. She has a Danish motor developing 160 h.p. and on her trial trip achieved a speed of 7 1/2 knots. Her contract price was 180,000 kroner, but while building was sold for twice that sum.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best ALEXANDRA CAFE.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.
The S.S. "J. JACOB."
This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next sailing from Hongkong: December 26, 1916.

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to—

Yok Building, Tel. 1574. JAYA-CHINA-JAPAN L.N.
Hongkong, 27th Nov., 1916. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new first class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons Each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" December 11, at noon.
S.S. "ECUADOR" December 30.
S.S. "COLOMBIA" April 23.

These steamers have the most modern equipment including
ALL LOWER BERTHS and Large
Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration.
For further information, rates, literature, schedules etc.,
Apply to—

Company's Office in
ALEXANDRA BUILDINGS,
Chater Road.
Telephone No. 141.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.

TAIKOO DOCKYARD,
BUILDERS OF SHIPS, ENGINES,
BOILERS

Of all Types and Sizes. Repairers, Salvors,
Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

GRAVING DOCK.

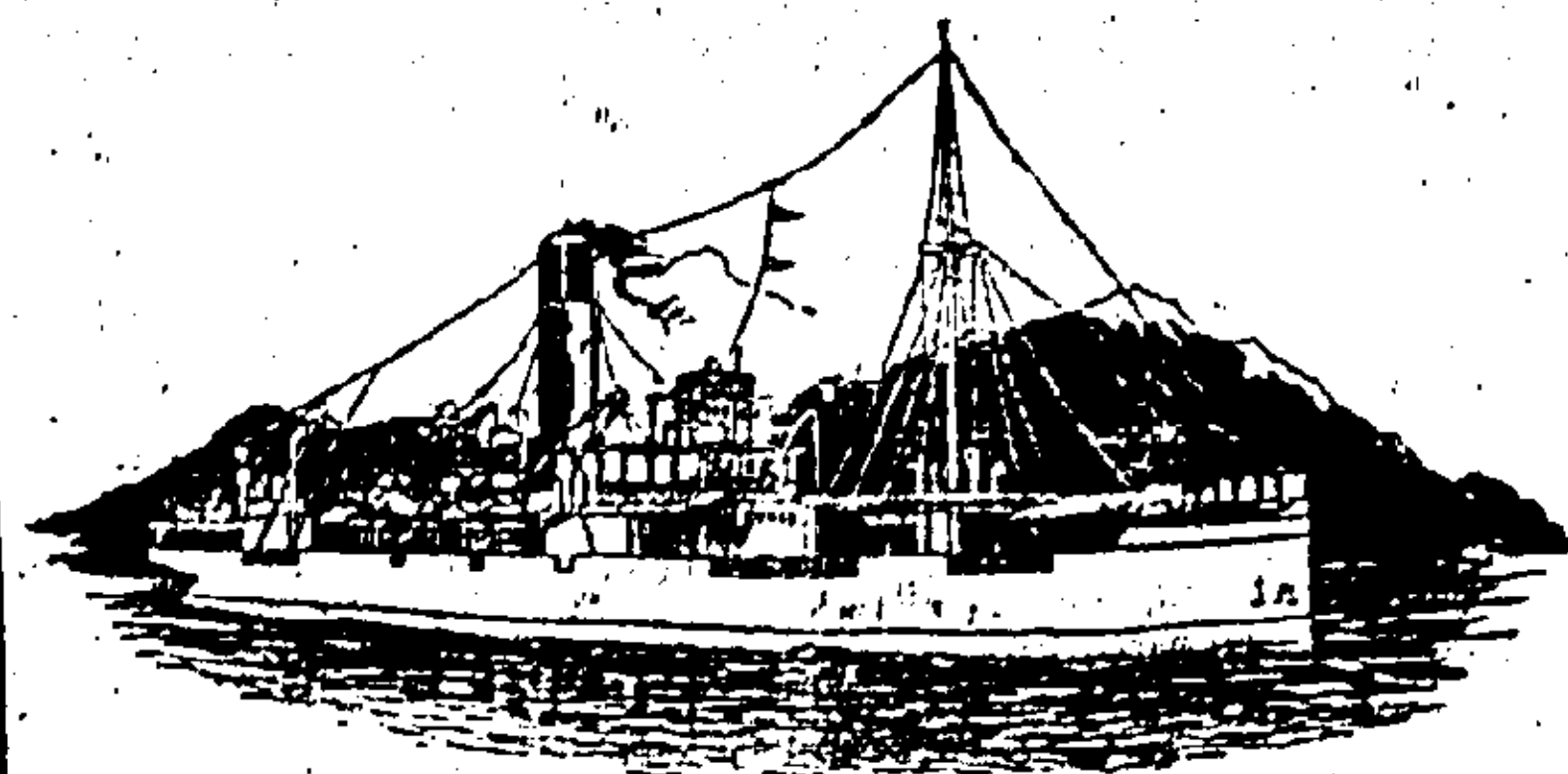
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PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE
and Electric Welding Systems.

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JOHN I. THORNYCROFT & CO., LTD.

Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every descrip-
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.
Tel. Address "TAIKOO DOCK" Tel. No. 212.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Katori M.	N. Y. K.	9, Dec.
London via Port	Cyclops	B. & S.	13, Dec.
London via Port	Nankin	P. & O.	15, Dec.
Liverpool via Port	Ningchow	B. & S.	24, Dec.
London via Cape Town	Kamo M.	N. Y. K.	28, Dec.
Liverpool via Port	Euryptus	B. & S.	31, Dec.
Genoa	Mercur	J. M. Co.	Dec.
Genoa and London	Glanifer	S. T. & Co.	Dec.
London via Port	Peleus	B. & S.	5, Jan.
London via Port	Teucer	B. & S.	8, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via Japan	Venezuela	P. M. S. S.	9, Dec.
Boston and New York	Euryptus	B. & S.	9, Dec.
San Francisco via Japan	Siberia M.	T. K. K.	13, Dec.
San Francisco via Japan	Tikiening	J. C. J. L.	14, Dec.
Victoria, B.C., & Seattle	Tamba M.	N. Y. K.	19, Dec.
San Francisco via Japan	Tenyo M.	T. K. K.	19, Dec.
Seattle via Japan	Proteus	B. & S.	23, Dec.
Vancouver via Japan	E. of Russia	C. P. O. S.	28, Dec.
Victoria B.C. via Japan	Shidzokam	N. Y. K.	3, Jan.
San Francisco via Japan	Nippon M.	T. K. K.	4, Jan.
South American Ports	Kiyo M.	T. K. K.	9, Jan.
San Francisco via Japan	Arakan	J. C. J. L.	11, Jan.
San Francisco via Japan	Shinyo M.	T. K. K.	17, Jan.
San Francisco via Japan	China	C. M. S. S.	31, Jan.
New York via Panama	Toyoko M.	N. Y. K.	Early Feb

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	13, Dec.
Australia via Manila	Eastern	G. L. Co.	25, Dec.
Australia via Manila	Nikko M.	N. Y. K.	12, Jan.
Australia via Manila	St. Albans	G. L. Co.	27, Jan.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Kobe	Tijlajap	J. C. J. L.	9, Dec.
Java	Tikien	J. C. J. L.	9, Dec.
Manila	Yuenang	J. M. Co.	9, Dec.
Singapore, Penang & Calcutta	Pookang	J. M. Co.	9, Dec.
Shanghai	Sunning	B. & S.	10, Dec.
Singapore	Changchow	B. & S.	10, Dec.
Shanghai to Yokohama	Novara	P. & O.	11, Dec.
Shanghai, Kobe and Moji	Totoni M.	N. Y. K.	11, Dec.
Kobe	Yam's M.	N. Y. K.	11, Dec.
Shanghai to Yokohama	Colombo M.	N. Y. K.	11, Dec.
Manila	Proteus	B. & S.	12, Dec.
Swatow	Haitan	D. L. Co.	12, Dec.
Manila, Cebu and Iloilo	Chungking	B. & S.	12, Dec.
Shanghai	Luchoy	B. & S.	12, Dec.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	13, Dec.
Shanghai	Choyang	J. M. Co.	13, Dec.
Vladivostok via Japan	T'ahima M.	N. Y. K.	14, Dec.
Hai Phong and Haiphong	Kaifong	B. & S.	14, Dec.
Singapore, Penang and Calcutta	Kutang	J. M. Co.	14, Dec.
Shanghai	Shantung	B. & S.	14, Dec.
Bombay via Port	Bombay M.	N. Y. K.	14, Dec.
Haiphong	Takang	J. M. Co.	15, Dec.
Shanghai, Kobe & Yokohama	Suwa M.	N. Y. K.	16, Dec.
Manila	Loongang	J. M. Co.	16, Dec.
Shanghai and Japan	Tydeus	B. & S.	17, Dec.
Shanghai	Yingchow	B. & S.	17, Dec.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	19, Dec.
Manila, Cebu and Iloilo	Taming	B. & S.	19, Dec.
Calcutta via Port	Tosa M.	N. Y. K.	22, Dec.
Shanghai, Moji and Kobe	Somali	P. & O.	24, Dec.
Belawan Deli (Sumatra) via S'ow	J. C. J. L.		26, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	end Dec.

CONSIGNEES

TOYO KISEN KAISHA.

S.S. "SIBERIA MARU" from
SAN FRANCISCO, VIA
HONOLULU, JAPAN PORTS
and MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from Company's Godown at West Point.

All cargo will be landed and stored at Consignees' risk and expense, and delivery must be taken from the Company's Godown at West Point.

Cargo remaining undelivered on Saturday December 9th, 1916, at 5 p.m. will be subject to landing charges and if undelivered on Wednesday December 13th, 1916, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on 30th December, at 10 a.m.

No claims will be recognized if filed after the 14th December, 1916.

T. DAIGO,

Agent

Hongkong, 7th December, 1916.

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI and MANILA.

"VENEZUELA"

The above mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from Company's Godown at West Point.

All Cargo will be landed and stored at Consignees' risk and expense, and delivery must be taken from the Company's Godown at West Point.

Cargo remaining undelivered on Saturday December 9th, 1916, at 5 p.m. will be subject to landing charges and if undelivered on Wednesday December 13th, 1916, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Godown.

All chafed and otherwise damaged cargo will be landed into the Company's Godown West Point where they will be examined on December 13th, at 10 a.m.

No claims will be recognized if filed after January 5th, 1917.

E. C. MORTON,

General Agent.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The Pacific Mail Co. "ECUADOR" left Honolulu Nov. 23, for Hongkong via Yokohama and may be expected to arrive here on December 23, and will leave for San Francisco, December 30, at noon.

The Pacific Mail Co. "COLOMBIA" will leave San Francisco for Hongkong on March 10, via Honolulu and Japan Ports.

ENGLISH MAIL.

The P. & O. "NOVARA" left Singapore for this Port on the 4th instant at 12:30 p.m. with the Outward Run ship, and is due here on the 10th inst. at 4 a.m. on Wednesday.

The P. & O. Home Mail Steamer "MEDINA" with the Hongkong Mail of the 3rd date, arrived at Marseilles on Wednesday, the 6th instant.

CANADIAN MAIL.

The C. P. O. S. "MONTEAGLE" arrived Vancouver on Monday, the 4th Dec. at 3:30 p.m.

MERCHANT STEAMERS.

The "JAPAN" left Calcutta on the 3rd inst. and may be expected here on or about the 11th inst.

VESSELS IN PORT.

Steamers.

Wialer, Br. ss. 4399, Rattray, 4th Sept.—Yungo Bay, 20th Aug. Gen.—S. L. Hongwan I. Br. ss. 2050, Koton, 6th Nov.—Amoy, 4th Nov. Gen.—Chinese. Kutsang Br. ss. 4285, Bradley, 5th Nov.—Singapore, 12th Nov. Gen.—J. M. & Co.

Yunkun, Chl. ss. 1078, Legg, 25th Nov.—Mila, 20th Nov. Coal—Order.

Changchow, Br. ss. 1238, Robinson, 3rd Dec.—Tientsin, 25th Nov. Gen.—B. & S.

Borneo M. Jap. ss. 2472, Kawai, 5th Dec.—Bali, 26th Nov. Gen.—D. & Co.

Cavanah, Br. ss. 350, Hudson, 5th Dec.—Hiphong, 2nd Dec. Gen.—L. & Co.

Neplecia, Br. ss. 2360, Hawker, 5th Dec.—Shanghai, 1st Dec. Ballast—A. P. Co.

Yuenang, Br. ss. 1128, Mesney, 5th Dec.—Manila, 2nd Dec. Gen.—J. M. & Co.

Fookang, Br. ss. 3160, Mitchell, 6th Dec.—Mol, 1st Dec. Gen.—J. M. & Co.

Towa M. Jap. ss. 1755, Tatum, 7th Dec.—Kailang, 3rd Dec. Gen.—M. B. K.

Venzanah, Amer. ss. 5541, Thompson, 6th Dec.—San Francisco, 28th Oct. Gen.—P. & O.

Chilidar, Nor. ss. 1102, Mathiasen, 7th Dec.—Bangkok, 24th Nov. Gen.—T. & Co.

General Werceland, Nor. ss. 2389, Hansen, 7th Dec.—Mol, 2nd Dec. Coal—Bradley & Co.

Hanamel, Amer. ss. 4078, Lennox, 7th Nov.—Saigon, Rice—Chinese.

Haisling, Br. ss. 1269, Passmore, 7th Dec.—Saigon, 1st Dec. Rice—D. L. & Co.

Siberia M. Jap. ss. 6112, Hashimoto, 7th Dec.—San Francisco, 4th Nov. Gen.—T. K. K.

Taihei M. Jap. ss. 3193, Horuchi, 7th Dec.—Calcutta, 1st Dec. Coal—M. B. K.

Tikien, Br. ss. 149, 7th Dec.—Daly, 2nd Dec. Gen.—J. M. & Co.

Hongkong, Br. ss. 255, Mason, 7th Dec.—Singapore, 30th Nov. Gen.—Chinese.

Yei M. Jap. ss. 1755, Nishikawa, 7th Dec.—Wakamatsu, 1st Dec. Coal—M. B. K.

Amakusa M. Jap. ss. 1370, Konishi, 8th Dec.—Swatow, 7th Dec. Gen.—O. S. K.

Chipping, Br. ss. 1185, Jarrett, 8th Dec.—Haiphong, Rice—J. M. & Co.

Choyang, Br. ss. 1359, Woodger, 8th Dec.—Swatow, 7th Dec. Gen.—J. M. & Co.

Kasato M. Jap. ss. 3560, Hort, 8th Dec.—Singapore, 28th Nov. Gen.—O. S. K.

VESSELS DUE.

Agents.	Vessel's Name.	Tonnage.	Date Due.	From.
B. & S.	Proteus	9,547	Dec. 10	Seattle
P. & O.	Novara		Dec. 10	Bombay
N. Y. K.	Tango Maru	13,500	Dec. 11	Yokohama
B. & S.	Euryptus	5,194	Dec. 13	Singapore
P. & O.	Nankin		Dec. 14	Kobe
B. & S.	Tydeus	7,441	Dec. 17	Liverpool
B. & S.	Proteus	9,547	Dec. 23	San Francisco
P. M. S. S.	Equador		Dec. 24	London
P. & O.	Somali		Dec. 27	Liverpool
B. & S.	Phemius	6,699	Dec. 27	Liverpool
P. & O.	Novara		Dec. 31	Bombay
B. & S.	Nyansa		Jan. 2	Liverpool
B. & S.	cental	4,929	Jan. 3	Seattle
G. L. & Co.	St. Albans	10,220	Jan. 5	Australia
P. & O.	Somali		Jan. 6	Kobe
B. & S.	Antiohus	9,038	Jan. 14	Bombay
B. & S.	Ixion	10,220	Jan. 15	Liverpool
P. & O.	Nyansa		Jan. 19	Manila
P. & O.	Namur		Jan. 28	London

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all parts of the commercial world.

BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS' CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

NOTICE.

SHORTHAND CLASS.

EVENING CLASSES for
Young ladies in Pitman's
Shorthand are now in progress
at St. Mary's Convent, Kowloon.
A CLASS FOR BEGINNERS
will commence on the 9th January, 1917.

PRIZE SCHEME examinations will be held in June, for elementary, Theory and Speed Certificates, under the guidance of the Phonetic Institute, Bath, Somerset, England.

FOR FURTHER PARTICULARS.
Apply to the MOTHER
SUPERIOR.

TIDE TABLE.

From 4th Dec. to 10th Dec., 1916.

Day of Week.	High Water Mean Time.	Low Water Mean Time.
Mon.	4 11	11 11
Tues.	5 11	12 11
Wed.	6 11	1 11
Thurs.	7 11	2 11
Fri.	8 11	3 11
Sat.	9 11	4 11
Sun.	10 11	5 11

NOTICE.

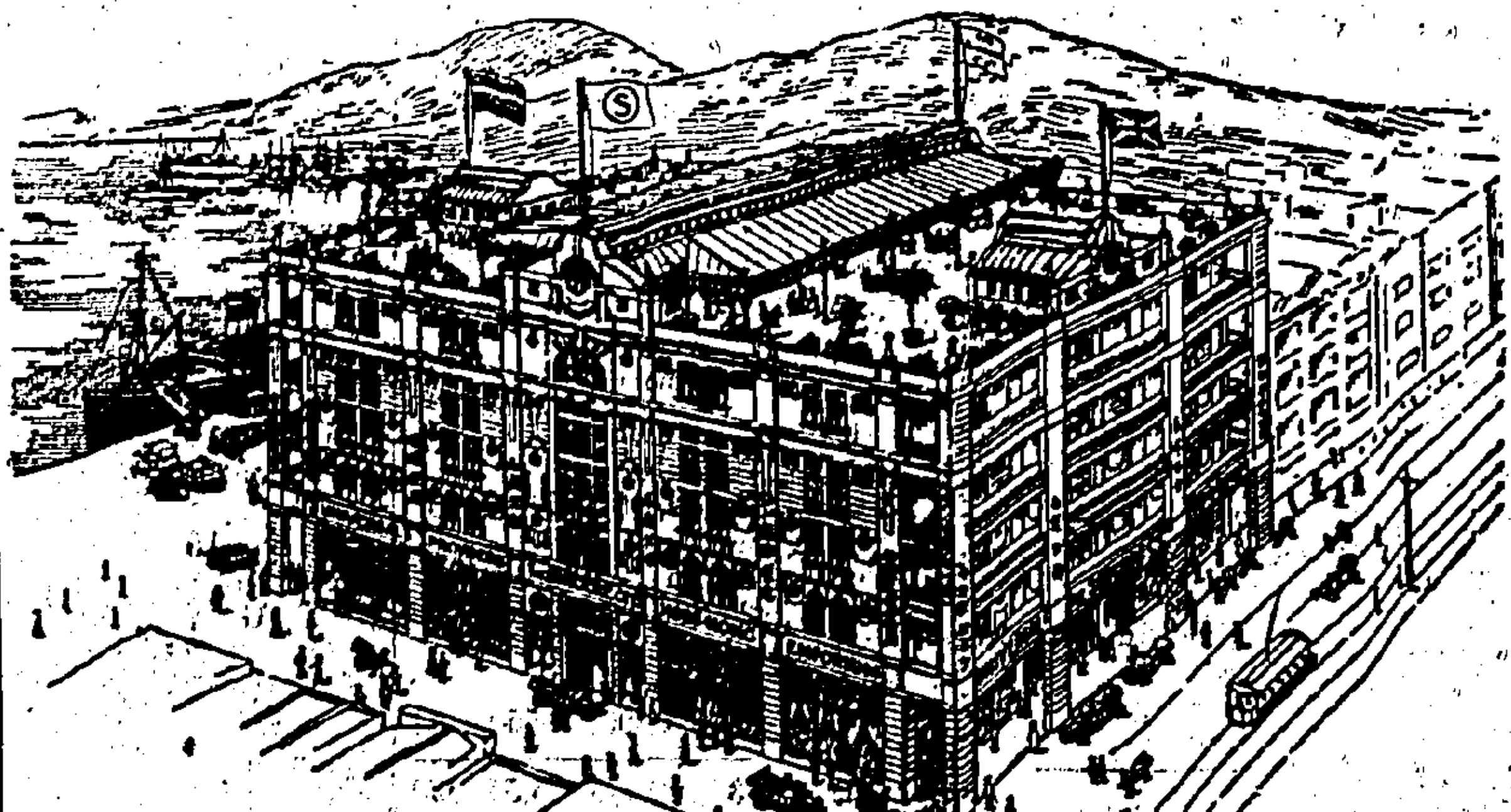
G. R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 11th day of December, 1916, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Wanchai Gap Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality.	Boundary Measurements (Approximate)	Area	Remarks
1	Wanchai Gap Road	100 ft. x 100 ft.	10,000 sq. ft.	One lot of Crown Land

THE ALEXANDRA CAPE.
Just arrived, Large Shipments of
Choice Hams.

THE SINCERE CO., LTD.
UNIVERSAL PROVIDERS.

THE LARGEST MODERN DEPARTMENT STORE IN THE EAST.
FINEST, CLEANEST AND COOLEST IN EVERY RESPECT.
WITH ELEVATORS TO EVERY FLOOR.

REMARKS IN THE NEW GARDEN. PRICES REDUCED.

7th Dec.

THE COLONY'S FINANCES.

Treasury Statement for September.

The Treasury issues the following financial statement for the month of September, 1916:

Revenue and Expenditure.

Balance of Assets and Liabilities on 31st August, 1916, ... \$1,420,287.50
Revenue from 1st to 30th September, 1916, ... 956,893.71

Expenditure from 1st to 30th September, 1916, ... 855,166.68
Balance ... \$1,521,794.53

Assets and Liabilities on September 30.

LIABILITIES.

Deposits not available, ... \$ 876,529.04
House Service Account, ... 4,035.18
Postal Agencies, ... 13,469.75
Exchange, ... 245.14

Total Liabilities, ... 894,279.11
Balance, ... 1,521,794.53

ASSETS.

Subsidiary Coins, \$ 646,646.29
Advances, ... 81,289.68
Imprest, ... 38,850.00
Crown Agents' Deposit Account, ... 1,050,955.69
Unallocated Stores, (P.W.D.), ... 286,425.77
Unallocated Stores, (Railway), ... 89,676.67
Balance Bank, ... 1,958.22
Crown Agents' Current Account, ... 20,271.42

Total, ... \$2,216,073.64

MARINE COURT CASE.

At the Marine Court this morning, before Commander O. W. Beckwith, R.N., Michael Malligan, second officer of the s.s. Cavanah, was charged, on the complaint of Captain J. Hadson, master of the boat with absenting himself from the ship without leave in Hongkong between December 6 and December 8.

The Captain stated that the ship arrived in Hongkong on December 4. Defendant had leave to go ashore until the following morning, but he had not returned. There had been a lot of trouble with the men, he having been drunk at sea. He had been given a chance.

Alexander Mackintosh, the Chief Officer, spoke to giving defendant permission to go ashore on the understanding that he came back the following morning. Defendant did not come back at all.

Defendant, who pleaded not guilty, said the officer had given him permission.

Sentence of six weeks' hard labour was passed.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:

Dec. 1 ... Tons 93
" 2 ... " 96
" 3 ... " 90
" 4 ... " 95
" 5 ... " 90
" 6 ... " 116
" 7 ... " 97
" 8 ... " 108

Total to 8th inst. 783

Daily average 97.87

His Excellency's Return.

His Excellency Sir Henry May, K.C.M.G., returned to the Colony to-day by the Katori Maru, after a holiday in the North.

Amateur Boxing.

The amateur boxing tournament which were to take place at the Victoria Recreation Club this evening have had to be postponed, and it is now decided to hold them on January 7. A good programme will then be presented and it is announced that any men who might wish to enter can have the use of the gymnasium for the purposes of training.

THE MONEY MARKET.

Messrs. Montagu and Company's Report.

Messrs. Samuel Montagu and Co., in their report dated October 10, state:—

Gold.

For the third week in succession the holding of gold by the Bank of England against its notes shows an increase. On this occasion the addition amounts to £720,005.

Silver.

The undertone of the market remains good though prices have continued to show some fluctuations. The quotation advanced gradually to 329/16d. on the 16th instant. On the following day supplies becoming more plentiful the price reverted to 32 5/16d., and in the absence of competition remained at that figure.

No feature of importance during the week requires comment save the freedom with which sales have been made by America. These offers have been of such a size as to blunt the appetite of buyers and the market has been somewhat inert in consequence. The Indian bazaar has shown but little interest and the steadiness of the Chinese exchange has not allowed of business from that quarter.

Mexican mines appear to have great difficulty in securing sufficient cyanide for their operations, and there is a possibility of considerable restrictions in their output.

The last three Indian currency returns received by cable give details in lakhs of rupees as follows:—

Sept. 30, Oct. 7, Oct. 15.

Notes in circulation ... 7153 7121 7187

Reserve in silver coin & bullion 2556 2536 2623

Gold coin & bullion ... 1099 1087 1068

Gold in England 1192 1197 1192

The stock in Bombay consists of 3,200 bars as compared with 3,300 bars last week. The stock in Shanghai on 14th instant consisted of about 24,000,000 ounces in specie and 16,500,000 dollars, as compared with about 23,500,000 ounces in specie and 16,000,000 dollars on 7th Oct., 1916.

During the week a shipment of 200,000 ounces was made from San Francisco to Calcutta.

Quotations for bar silver per oz. stand:—Oct. 13, 32 7/16d. cash; Oct. 14, 32 1/2 cash; Oct. 16, 32 9/16d. cash; Oct. 17, 32 5/16d. cash; Oct. 18, 32 5/16d. cash; Oct. 19, 32 5/16d. cash. No quotation fixed for forward delivery.

Bank Rate, 6%.

Bar gold per oz. stand, 77/9.

Average for the week, 32.406.

The quotation to-day for cash is the same as that fixed a week ago.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended November 30, 1916, as certified by the Managers of the respective Banks, are:—

Banks. Average Specie in Reserve.

Chartered Bank of India, Australia & China \$3,189,306. \$5,000,000*

Hongkong and Shanghai Banking Corp., ... 24,206,400. 20,000,000

Mercantile Bank of India, Limited, ... 910,890. 550,000†

Total \$33,306,596 25,550,000

* Sterling Securities deposited with the Crown Agents valued at £150,000.

† Securities with the Crown Agents £68,040.

November Weather.

The average mean temperature for the month of November was 67.8, the highest point registered being 82.0, on the 5th, and the lowest 47, on the 29th. There were 231.8 hours of sunshine, while the rainfall was 0.075-inch. The average humidity was 62.

VOLUNTEER ORDERS.

Orders issued yesterday by Lieut-Colonel A. Chapman, V.D., state:—

Leave.

No 2032 Pte. L. D. McNicoll is granted 2 months' leave from 1.12.16. No 1979 Pte. W. G. Goggin is granted 1 month's leave from 11.12.16. No 1622 Spr. R. Drude is granted 2 weeks' leave from 21.12.16. No 1975 Spr. G. Major is granted 3 months' extension of leave from 4.12.16. to 4.3.17.

Mounted Section.

No 1991 Pte. R. G. Herbert ceased to be attached to this Section from 4th December 1916.

The undermentioned recruits and trained men, will fire the Standard Test, on Sunday, the 10th instant (recruits at 10.15 a.m. and trained men from 9 to 10.15 a.m.).

Artillery Battery.—Recruits: Gunners Raper, Brown, Fetterley and Martin, Trained Men: Gunner Turner.

Engineer Company.—Recruits: Sappers Anderson (J.E.), Brown (O.W.), Bond, Oelhof, Cooke, Drude, Dickie, Bibbison, Gordon, Harlow, Juster, Johnstone (J.S.), Leaman, Marshall, Munton, Anderson (E.G.), Chubb, Clemon, Finlayson, Garra, Lysaght, Simmons, Smith (W.), Woolley, McArthur, Moodeen, Munro (S.), Owers, Pass, Straube.

Trained Men:—Sergt. Haines, 2nd Opl. Clark, 1st Opl. Blake (L.J.), Sappers Anderson (P.), Brown (W.), Donithorne, Maid, Bent, Boughton and Jennings.

Engineer Company.—Recruits: Sappers Souza, Stanley Smith and Tipton. Trained Men: Sappers Lillie and Steer.

Centre Section M.G. Co.—Recruits: Ptes. Dick, Spencer Payne and Harper. Trained Men: Ptes. Robson, Henderson, and Miller.

Right Section M.G. Co.—Trained Men: Ptes. Silva (A.D.) and Rocha (E.L.).

Scouts Company.—Recruits: Ptes. Barton (R.T.), Barton (L.A.), Cooke (A.E.), Herbert (R.G.), Wright (J.D.), Stubbs, Jackson (A.H.G.), Manning (W.), McIntyre (B.W.), Wallace (C.), Ross (B.G.), Traversa. Trained:—Opl. Edgcombe, Ptes. Sim (E.L.) and Ribbott.

Signalling Section.—Recruits: Pte. Tangap. Trained Men: Sergeant Lawrence.

Parades.

Sunday 10th instant:—9.00 a.m. Recruits and Trained Men (as above) Mustered Standard Test on King's Park Range. (Each man to bring 20 and 23 rounds) respectively.

Range Officer, Lieut. Stevenson. Officer in Charge, Captain Preston, O.S. M.C. of units firing to attend.

Monday, 11th inst.:—5.10 p.m. Centre Section M.G. Co. drill at Kowloon Dock. Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m. 5.15 p.m. Left Section M.G. Co. Civil Service Company and Right Section M.G. Co. platoon drill on Murray Parade ground. 5.15 Recruits of all units at Headquarters under Corp. Grimes.

8.55 p.m. Scouts Company at junction of Garden and Queen's Roads.

Tuesday, 12th inst.:—5.15 p.m. Stretcher Bearer Section at Headquarters. Mounted Section at Jockey Club Stables. 5.30 p.m. Signalling Section "A" and "B" classes at R.A. Theatre.

Wednesday, 13th inst.:—5.15 p.m. Engineer Company (Taikoo Section only) section drill at Taikoo Dock.

Friday, 15th inst.:—5.15 p.m. Recruits of all units on Murray Parade Ground O.S.M. Wittebol and Corp. Grimes will attend. Artillery, Battery, Inspection in marching order with all ammunition at Headquarters. 5.30 p.m. Signalling Section "A" and "B" classes at R.A. Theatre.

Detail.

On duty 10th inst. Centre Section M.G. Co.; On duty 11th inst. Right Section M.G. Co.; On duty 12th inst. Scouts Company; On duty 13th inst. Scouts Company; On duty 14th inst. Scouts Company; On duty 15th inst. Scouts Company; On duty 16th inst. Civil Service Company.

Orderly Officer from 10th to 16th inst., Lieut. Kennett.

Notices.

Rifle League Team E.K.V.O.—The following have been selected

FIGHTS WITH THE BAVARIANS.

Talks with those who went Through the Fire.

With the British Army on the Somme, Oct. 28.—There is no rest for the 15th Bavarians; to-day, again for the sixth time since Monday, they have to fight for that string of shell-craters, whose lips crumbling together make some sort of a line, which is what remains of Hazy trench.

As I have related previously, this is a position opposite our lines west of Lesboeufs—lines already considerably straightened and simplified as a result of the last week's fighting—and five times already they have been bombed and bayoneted, and rough-and-tumbled out of it, and five times they have come desperately back.

Dewdrop trench, a little to the north of Hazy, is also attacked, and already news has leaked back through the shell curtain that British troops have gained a footing in its northern end after a frightful struggle with that tenacious German ally, the mud of these fields.

There was a trench between us and Dewdrop—Baisy was the name of it on the trench map—but that troubles us no longer. A constellation of machine guns lived there, and they, too, are troublesome no longer. Baisy trench, throughout its 180 yards of length, has ceased to exist—it and its wappa nests have been gouged out of the ground by a week of cannonading.

Men wounded in this week of white-hot fighting in the blasted fields between Lesboeufs and Le Transloy speak chiefly of the mud. They are to be found in the casualty clearing station behind the battle.

The great tents lead one into the other—long, shadowy halls where the wounded lie on each side. Such tents I have seen a hundred times in Russia, but never such wounded. The Russian wounded man has always the childlike side of him most developed when he brings his hurt back to be nursed.

Then it was: "Well, where have you got it?"

"In the leg, sir—and, God help me, it hurts a lot."

But here, "Got a puncture, sir. Machine gun bullet while we was going over the top. Yes, sir, a rest was all I wanted. No, it don't hurt nothin' to speak of."

One of them showed a face on which the invalid's beard had grown like stiff fur, and the white teeth smiled through it. The nose of a shrapnel had taken him on the forehead curve of his steel helmet, denting it and contusing his head, glancing thence and breaking his right arm. His tale was triumphant.

"Yes, Zenith Trench, sir—that was the name. We got in all right. And them Germans had just got their mail. We found it there. Letters, they 'ad, an' parcels. No, I don't know what was in the letters; somebody took charge o' them all right. But the parcels—there was bread, an' sausage, and little bottles, long"—he spanned five inches with a graphic, splay-fingered hand—"of rum."

The grin again; grins from neighbouring patients; the shadows of the big marquee aglint with grins!

"Good rum it was, too, sir," he added sincerely.

Most of them spoke of the mud which is the last ally to join Germany, the awful mud which is "the fourth element of war," as some square-head truly remarked,—"Perceval Gibbon in the Daily Chronicle."

to represent the Corps v. Taikoo Rifle Club at Taikoo Range on Sunday, 10th inst. at 2.30 p.m. sharp:—Sergt. Bradbury, Manak, O.R.M. Dussan, Edr. Martin, Gtz, Borby, Green, Pte. B. D. Evans, N. L. Bailton. Reserves.—Bt. M. Bailton, and Sergt. Sutherland.

(b) Flannel shirts may be purchased at Headquarters. Price \$2.25.

MAJOR HUTTON POTTS.

A Thrilling Speech at Home.

At a "soldiers' social" recently held at Home, Major A. C. Hutton Potts (a cousin of Mr. G. H. Potts and Mr. P. C. Potts, of Hongkong) said:—Some few weeks ago I had the honor of addressing a few words to you in this hall on a similar occasion; namely, the bidding farewell to some of the young men of this district who were leaving to take their part in the terrible tragedy being enacted on the other side of the world, the cruel conflict which has convulsed the Continent of Europe and in view of which the whole world stands aghast and horror-stricken, and since that time the war has dragged on its weary length. The Rev. J. I. Clarke, in an address on Anzac Day, conveyed the impression that in his opinion the people generally did not devote sufficient thought to the terrible struggle in which the nation is engaged did not make sufficient attempt to realise the immensity of the strife; and in this direction my opinion exactly coincides with that expressed by Mr. Clarke. It must be admitted that it is difficult for us to form anything like a proper conception of the position. All that most of us know by experience of our country being in a state of war is that work is plentiful, wages are high, and if the cost of living has increased, we are still in a position to get what we require—to say nothing of a great many things which we do not need at all. Suppose the battle front held by the British and French forces to start at the Bluff, it would carry us right through Southland Otago and Canterbury to the very northernmost point of this Island. Imagine this tremendous stretch of country seemed with trenches and these trenches peopled by hundreds of thousands of resolute men, armed with deadliest weapons of precision in the known world, the outcome of years of study by men who have reduced the manufacture of death-dealing implements to a science. Try to think of the magnitude of this iniquitous war, of the millions of lives sacrificed—most of them young men, many of them, also, young women, in the first flash and glory of their youth; of the ammunition blown into the air—utterly wasted, the money value of which would have relieved all the poverty in the world; of the property worth countless millions of pounds absolutely destroyed. And this, if not the work of one man, it is at least certain that one man could have prevented it, and, judging by ordinary standards, one would think that any man, rather than take this awful load of sin upon his soul, this terrible blood-guiltiness upon his conscience, would have preferred to be stripped of all honors, dignity, position and wealth and have gone out into the world naked and unshamed. And now there comes the appeal for men, men—still more men; and our lads are coming forward ready to fight, and, if needs be, to die in the great Imperial cause. In my opinion, it is wrong to speak lightly, to apply opprobrious terms to any of our lads who may not have volunteered for service. It may be impudent, it may be almost impossible for some of these young fellows to disclose their reasons for holding back, but it seems to me that in this direction there is a vast amount of misunderstanding. Fathers misunderstand their sons—sons misunderstand their fathers. I would say to any young man who feels that he ought to go to the front: Do not think for one moment that your father wishes to prevent you; he doesn't. Your father is as British as you are, and will manage to do without you. He will growl a bit probably, but all fathers growl—that is what they are. Never believe that your mother will try to stop you; she won't. She will weep, of course, but possibly she has had to weep for you before, and you may make her cry again, even if you don't go to the firing-line. Women who rear sons frequently find that life's bargain includes a certain amount of weeping. Your object will be

INDIA'S WAR SERVICES.

Great Expansion in all Departments.

Many new facts in relation to the war were disclosed in the speech of Lord Chelmsford at the opening of the third Supreme Legislative Council since the Marley Minto reforms took effect. The Viceroy gave some interesting figures respecting India's war services. He stated that of the 4,598 British officers on the Indian establishment on August 4, 1914, 630 who were at home on leave were detained by the War Office for service in Europe. No fewer than 2,600 combatant officers had been withdrawn from India since the beginning of the war, extending those who proceeded on service with their batteries or regiments. In order to make good these deficiencies and to provide for war wastage, the Indian Army Reserve of Officers had been expanded from a pre-war total of 40 to one

of 2,000. The establishments of Indian units had not only been kept up to strength, but had been considerably increased, the augmentation being 20 per cent. in the cavalry and 40 per cent. in the infantry. The number of recruits enlisted since the beginning of the war was greater than the entire strength of the Indian Army as it existed on August 1, 1914. Justly describing these as "remarkable results," the Viceroy mentioned that recruiting had been opened to several classes to whom military service was previously closed. Six labour corps had been sent to the front and some 1,600 overseers, draughtsmen, clerks, storekeepers, carpenters, smiths, mechanics, &c., had been despatched to Mesopotamia for duty on military work.

Special interest attaches to the account given of the "very big scale" of India's contributions towards overseas expeditions in medical personnel and equipment. The Viceroy said that there were now serving overseas 40 field ambulances, six clearing hospitals, 35 stationary hospitals, and 18 general hospitals. The personnel provided amounts to 268 officers of the R.A.M.C., 704 Indian Medical Service officers, 40 lady nurses, 475 assistant surgeons, 854 sub-assistant surgeons, 724 British nursing orderlies, 2,843 Indian nursing orderlies, and nearly 20,000 Indian followers. In the medical sphere in fact, they had gone as far as possible in responding to the demands made upon them.

The work of the Royal Indian Marine was described as of great importance. One hundred and seventy-one vessels had been fitted up as transports; 78 lighters and barges had been purchased and prepared for service in Mesopotamia; 192 officers and 7,000 Indian seamen and stokers were now serving in the Government fleet there. Work had been carried on under high pressure in the R.I.M. dockyards at Bombay and Kidderpore, and several dockyards and repair shops for river craft had been established in Mesopotamia.

The output from the factories and arsenals under the direction of the Indian Ordnance Department had shown an enormous increase. To name only one item, the War Office had been supplied with stores to the value of \$2,000,000, including some 265,000 high-explosive empty shells manufactured by the Munitions Branch. (It is obvious that these supplies were in addition to those provided for the Indian Expeditionary Forces.)

At an earlier stage in the speech mention was made of the diversion of the attention of railway administrations from strictly railway works. The Railway Board had controlled the manufacture of munitions outside the ordnance factories, and had provided the material and personnel required for the construction and working of military railways in East Africa, Mesopotamia, and at Aden.

In referring to the "invaluable assistance" given by the ruling princes and chiefs of India, the Viceroy mentioned that the Imperial Service troops are still doing very valuable work upon various fronts, notably the Mysore Lancers and the Bikaner Camel Corps in Egypt, the Kashmir Rifles, Jind Infantry, and Faridkot Sappers in East Africa, and the Malakhol Sappers in Mesopotamia. The Sirmur Sappers had the distinction of seeing in the gallant defence of Est. The Kashmir and Jind Durpurs had recently received a special message of congratulation from General Smuts on the efficiency of their troops. The general conclusion the Viceroy drew from his survey was that it was a record of loyal achievement of which India might indeed be proud.

Acknowledgment.

The Committee of the Almshouse of Kowloon City begs to acknowledge with thanks a donation of one hundred dollars towards the Almshouse funds, from Mr. Ma.

Bijou Theatre.

The final episode of "The Broken Coin" is to be screened at the Bijou Theatre on Wednesday, the 13th inst. The present programme includes a Charlie Chaplin film, and a comedian drama, "The Lone Hand."

THE HONGKONG TELEGRAPH EXTRA

HONGKONG, SATURDAY, DECEMBER 9, 1916.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE POLITICAL CRISIS.

MR. ASQUITH EXPLAINS HOW IT AROSE.

ACQUITS MR. LLOYD GEORGE OF TREACHERY.

December 8, 5.20 p.m.
At the Liberal party meeting, Mr. Asquith said there had been a carefully-engineered campaign against Viscount Grey and himself, but he acquitted Mr. Lloyd George or any member of the Government from complicity therein. He received Mr. Lloyd George's proposal for a smaller War Council on the 1st inst. and replied the same day, stating that the Premier must preside over such a body. Mr. Lloyd George did not agree, and on the 3rd inst. the Unionist Ministers intimated that unless he (Mr. Asquith) resigned, they would resign. He appealed to Mr. Bonar Law to remain, and on the 4th inst. he wrote Mr. Lloyd George saying he was not prepared to remain in the Cabinet as a spectator and outlining certain proposals which Mr. Lloyd George accepted, subject to the character and personnel of the War Council. He (Mr. Asquith) consulted a friend, who felt that the differences regarding the Premier presiding at the War Council were irreconcilable, and so he resigned.

Why Mr. Asquith Will not Join New Government.

December 8, 5.20 p.m.
At the Liberal meeting, Mr. Asquith stated that he declined to join the new Government because he felt he would be a source of weakness, since the attacks on him would continue, and it would be better if he gave his independent support outside.

ARMED GERMAN MERCHANTMAN AT LARGE.

December 8, 10.00 p.m.
The Admiralty announces that a German armed and disguised merchantman was sighted in the North Atlantic on Monday.

BRITISH RETALIATE ON TURKS.

December 8, 10.00 p.m.
A Mesopotamia official message states that six British aeroplanes, retaliating for hostile bombings, dropped half a ton of explosives on Turkish camps, doing considerable damage.

ON THE WESTERN FRONT.

Enemy Driven from Trenches.

December 8, 4.00 p.m.
A French communique states:—We drove out the enemy from a portion of the trenches which he occupied on the 6th on the eastern slopes of Hill 304, on the left bank of the Meuse.

On the Somme.

December 9, 12.30 a.m.
A Paris official message states:—In the Somme sector, on the Bouchavesnes front at Biaches, there has been fairly lively artillery activity.

A sharp counter-attack ejected the enemy from trench elements in Apremont forest, where he had temporarily gained a footing.

Tit for Tat.

December 9, 1.05 a.m.
General Sir Douglas Haig reports:—The enemy shelled our front to the south of the Ancre at Guendecourt and Pansart. We retaliated by bombarding points behind his lines. Our trench mortars were active to the south-east of Armentieres.

THE GREEK CRISIS.

Situation at Athens Most Acute.

December 9, 10.35 p.m.
Reuter's correspondent at Athens states that the situation is most acute.

The blockade has begun, and Russian, Serb and Italian nationals have left.

The Government has informed the Entente that the military movements which were the subject of the demarche have ceased.

Many Athenians are changing their residences, fearing a bombardment.

BRITAIN CONSERVING COPPER.

December 8, 4.55 a.m.
The Minister of Munitions prohibits the use of copper in manufacture, or the sale or purchase of copper outside the United Kingdom, and requires manufacturers to deliver returns of their stocks of unwrought copper.

THE ITALIAN FRONT.

December 8, 7.45 p.m.
An Italian official message states:—Despite torrential rains in the Orso region, reciprocal artillery firing was heavier. We repulsed an attack at Boscimale.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE BALKAN STRUGGLE.

Serbs Engage in Hard Fighting.

December 8, 3.35 p.m.
A Serbian communique states:—There has been hard fighting along the whole front.

The enemy, reinforced, made several attempts to recapture lost positions to the north of Grunista, but all his attacks were repulsed with heavy enemy losses. The fighting continues.

Violent Attacks Repulsed.

December 8, 4.00 p.m.
A French communique states:—The Serbians completely repulsed three violent Germano-Bulgar counter-attacks in the region of Staravina. Bad weather is preventing operations.

Enemy Progress in Rumania.

December 8, 6.40 a.m.
A German official message states:—The rapidity of the Austro-German advance across the Bakharst-Ploniti line has resulted in cutting off and taking prisoner most of the Rumanian troops in the Predeal and Altechaus regions.

Pursuit of the enemy is proceeding between the mountain range and the Danube.

The Ninth Army alone yesterday captured 10,000 prisoners.

FLOUR ON SHIPS.

December 9, 1.45 a.m.
The Board of Trade has approved the use of ordinary flour instead of standard flour on ships, pending a test of the latter's keeping qualities.

FEARED LOSS OF FRENCH BATTLESHIP.

December 9, 1.45 a.m.
A Paris official message states that the battleship Suffren left on November 24 for L'Orient, but has not arrived. It is feared that she is a total loss.
[The Suffren, 12,527 tons, was built in 1903.]

DAY BY DAY.

Returned to the Colony.

Among those who returned to the Colony to-day by the Katori Maru were Mr. H. J. Gedge, Mr. G. A. Hastings and Miss A. E. Hastings.

The Marlburian Club.
In the report of the Marlburian Club just issued in the list of local secretaries we find the names of Mr. A. S. Jelf for the Straits Settlements, and Mr. N. O. Macgregor for Hongkong.—*London and China Express*.

The Victoria Theatre.
There was an exceptionally fine programme at the Victoria Theatre last night the films throughout being of a very high order of merit. In addition to the usual topical and war films, the feature picture was "The Treasure of Tregor," a fascinating romance. The first appearance was made of Miss May Brilliant, a comedienne who is booked to appear at the Victoria for some days ahead. In the whole of her work she was exceptionally pleasing, her songs being well-sung and popular. As the Daughter of the Regiment she was heard to advantage, and should certainly prove an additional attraction for this place of entertainment.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.
The C. P. O. S. s. EMPRESS OF JAPAN arrived Vancouver on Wednesday, the 6th Dec.

A Queensland Irishman.

Mr. Fihelly, Minister for Justice in Queensland, with whom the Governor refused to sit on the Executive Council, has written to the Queensland Premier denying that his speech upon Irish affairs was incompatible with absolute loyalty. He holds only one opinion upon the war, that the Empire must win. We must co-operate wholeheartedly by supplying men, metals, and foodstuffs.

THE LATE LIEUT. MUNRO.

Formerly of Hongkong.

Second-Lieut. Ronald G. Munro, Military Cross, London Regiment, died on Sept. 19 from wounds received on Sept. 15. He was late manager at Kobe for Messrs. Jardine, Matheson and Co., Ltd., and was the eldest son of the late George Munro, London manager of the National Bank of China. Lieut. Munro was 31 years of age. He was educated at Merchant Taylors' School, and served for some years in the Artists Rifles. In 1906 he went to China in the service of Messrs. Jardine, Matheson and Co., Ltd., being stationed at Hongkong, where he was a prominent member of the Mounted Troop of the Hongkong Volunteer Corps, carrying off many prizes for rifle shooting. For several years he acted as manager of Messrs. Jardine, Matheson and Co.'s branch at Kobe, Japan, being subsequently transferred to their head office in Hongkong. On the outbreak of war he was granted leave of absence by his firm and returned to England, where he at once rejoined his old regiment, the Artists. On July 21, 1915, he was gazetted to the London Regiment, and immediately proceeded to the front, serving as a bombing officer until severely "gassed" in the autumn of 1915. He was severely wounded at the Battle of Loos, earning the Military Cross for his gallant conduct. His commanding officer writes:—"He was a very brave man. He was probably one of the best bombing instructors in the Army; one of his reports was marked 'super-excellent.' He was a very keen and enthusiastic soldier. He was in command of B Company and led them to the attack with great dash, when he was hit.—*London and China Express*."

Chemist and Druggists.
The *Gazette* contains a copy of the register of chemists and druggists. It comprises nineteen names.

NEW LIGHTS ON
JUTLAND BATTLE.THE INCIDENT ON THE
DOG FIEND.

By Rudyard Kipling.

[ARTICLE IV.]

What mystery is there like the mystery of the other man's job—or what world to cut off as that which he enters when he goes to it? The eminent surgeon is altogether such a one as ourselves, even till his hand falls on the knob of the theatre door. After that, in the silence, among the other fumes, no man except his acolytes, and they won't tell, has ever seen his face. So with the unconsidered curate. Yet, before the war, he had more experience of the business and detail of death than any of the people who contended him. His face also, as he stands his bedside watches—that countenance with which he shall justify himself to his Maker—none have ever looked upon. Even the ditcher is a priest of mysteries at the high moment when he lays out in his mind his level and the fall of the water that he alone can draw off clearly. But catch any of these men five minutes after they have left their altars, and you will find the doors are shut.

Chance sent me almost immediately after the Jutland fight a lieutenant of one of the destroyers engaged. Among other matters, I asked him if there was any particular noise.

"Well, I haven't been in the trenches, of course," he replied, "but I don't think there could have been much more noise than there was."

This bears out a report of a destroyer who could not be certain whether an enemy battleship had blown up or not, saying that in that particular corner it would have been impossible to identify anything less than the explosion of a whole magazine.

"It wasn't exactly noise," he reflected. "Noise is what you take in from outside. This was inside you. It seemed to lift you right out of everything."

"And how did the light affect one?" I asked, trying to work out a theory that noise and light produced beyond known endurance an unknown anaesthetic and stimulant, comparable to but infinitely more potent than the soothing effect of the smoke pall of ancient battles.

"The lights were rather curious," was the answer. "I don't know that one noticed searchlights particularly, unless they meant business; but when a lot of big guns loosed off together, the whole sea was lit up, and you could see our destroyers running about like cockroaches on a tin soup plate."

"Then is black the best colour for our destroyers? Some commanders seem to think we ought to use grey."

"Blessed if I know," said young Dante. "Everything was black in that light. Then it all goes out again with a bang. Trying for the eyes if you are spotting."

"And how did the dogs take it?" I pursued. There are several destroyers more or less owned by pet dogs, who start life as the chance found property of a smoker, and end in supreme command of the bridge.

"Most of 'em didn't like it a bit. They went below one time, and wanted to be loved. They knew it wasn't ordinary practice."

"What did Arabella do?" I had heard a good deal of Arabella. Oh, Arabella's quite different. Her job has always been to look after her master's pyjamas—folded up at the head of the bunk, you know. She found out pretty soon the bridge was no place for a lady, so she hopped downstairs and got in. You know how she makes those little jumps to it—first on to the chair; then on the table; and then up on the sillow. When the show was over, here she was, as usual."

"Was she glad to see her master?"

"Da-ah-er. Arabella was the old lady dog then." Now Arabella is between nine and ten—and a half inches long.

"Does the Hun run to pets at all?"

"I shouldn't say so. He's an unsympathetic fellow—the Hun. But he might cherish a doghouse or so. We never picked up any ships' pets off him, and I'm sure we should if there had been."

That I believed as implicitly as the tale of a destroyer attack some months ago, the object of which was to flush Zeppelins. It succeeded, for the Zeppelin was attacked by several. Right in the middle of the flurry, a destroyer asked permission to stop and lower dinghy to pick up ship's dog, which had fallen overboard. Permission was granted, and the dog was duly rescued. "Lord knows what the Hun made of it," said my informant. "He was rumbling round dropping bombs; and the dinghy was digging out for all she was worth, and the Dog-Fiend was swimming for Dunkirk. It must have looked rather mad from above. But they saved the D.G.-Fiend, and then everybody swore he was a German spy in disguise."

"And—about this Jutland fight?" I hinted, not for the first time.

"Oh that was just a fight. There was more of it than any other fight, I suppose, but I expect all modern naval actions must be pretty much the same."

"But what does one do—how does one feel?" I insisted, though I knew it was hopeless.

"One does one's job. Things are happening all the time. A man may be right under your nose one minute—serving a gun or something—and the next minute he isn't there."

"And one notices that at the time?"

"Yes. But there's no time to keep on noticing it. You've got to carry on somehow or other, or your show stops. I tell you what one does notice though, if one goes below for anything, or has to pass through a flat somewhere, and one sees the old wardroom clock ticking, or a photograph pinned up, or anything of that sort, one notices that. Oh yes, and there was another thing—the way a ship seemed to blow up if you were far off her. You'd see a glare; then a blaze, and then the smoke—miles high, lifting quite slowly. Then you'd get the row and the jolt of it—just like bumping over submarines. Then, a long while after, p'raps you ran through a rain of bits of burnt paper coming down on the deck—like showers of volcanic ash, you know. The door of the operating room seemed just about to open, but it shut again."

"And the Hun's gunnery?"

"That was various. Sometimes they began quite well, and went to pieces after they'd been strafed a little; but sometimes they looked up again. There was one Hun-boat that got no end of a hammering, and it seemed to do her gunnery good. She improved tremendously till we sank her. I expect we'd knocked out some scientific Hun in the controls, and he'd been succeeded by a man who knew how."

"It used to be 'Fitz' last year when they spoke of the enemy. Now it is 'Hun,' or, as I have heard, 'Yahoo,' being a superlative of 'Yahoo.' In the Napoleonic Wars we called the Frenchmen too many names for any one of them to endure; but this is the age of standardisation."

"And what about our Lower Deck?" I continued.

"They? Oh, they carried on as usual. It takes a lot to impress the lower deck when they're busy. And he mentioned several little things that confirmed this. They had a great deal to do, and they did it serenely because they had been trained to carry on under all conditions without panicking. What they did in the way of running repairs was even more wonderful, if that be possible, than their routine."

"The lower deck nowadays is full of strange fish with unlooked for accomplishments, as in the recorded case of two simple seamen of a destroyer who, when need was sorest, came to the front as trained experts in first aid."

"And now—what about the rotund Hun loosed at Jutland?" I ventured.

"You've seen the list haven't you?"

"Yes, but it occurred to me—that they might have been a shade under-estimated, and I thought perhaps—"

A perfectly plain asbestos fire-curtain descended in front of the

already locked door. It was none of his business to dispute the drive. If there were any discrepancies between estimate and result, one might be sure that the enemy knew about them, which was the chief thing that mattered.

"It was, said he, Joss that the light was so bad at the hour of the last round-up when our main fleet had come down from the north and shelled the Hun round on his tracks. Per contra, had it been any other kind of weather the odds were the Hun would not have ventured so far. At it was, the Hun's fleet had come out and gone back again, done the latter for air and exercise. We must be thankful for what we had managed to pick up. But talking of picking up, there was an instance of almost unparalleled Joss which had stuck in his memory. A soldierman, related to one of the officers in one of our ships that was put down, had got five days' leave from the trenches which he spent with his relatives aboard, and then dropped in for the whole performance. He had been employed in helping to spot and had lived up a mast till the ship sank, when he stepped off into the water and swam about till he was fished out and put ashore. By that time, the tale goes, his engine room dried khaki had shrunk half-way up his legs and arms, in which costume he reported himself to the War Office and pleaded for one little day's extension of leave to make himself decent. "Not a bit of it," said the War Office. "If you choose to spend your leave playing with millmen and getting wet all over, that's your concern. You will return to duty by to-night's boat. (This may be a libel on the W.O., but it sounds very like them.)" And he had to go, said the boy, "but I expect he spent the next week at headquarters telling generals all about the fight."

"And, of course, the Admiralty gave you all lots of leave?"

"Us? Yes, heaps. We had nothing to do except clean down and oil up and be ready to go to sea again in a few hours."

That little fact was brought out at the end of almost every destroyer's report. "Having returned to base at such and such a time, I took in oil, etc., and reported ready for sea at—oh, look." When you think of the amount of work a ship needs even after peace manoeuvres, you can realise what had to be done on the heels of an action. And, as there is nothing like housework for the troubled soul of a woman, so a general clean-up is good for sailors. I had this from a petty officer who had passed through the deep waters. "If you've seen your best friend go from alongside your, and your own officer, and your own boat's crew with him, and things of that kind, a man's best comfort in small variegated jobs which he is damned for continuous."

Presently my friend of the destroyer went back to his stark, desolate life, where feelings do not count, and the fact of his being cold, wet, weak, sleepless, or dog-tired had no bearing whatever on his business, which was to turn out at any hour in any weather and do or endure, decently, according to ritual, what that hour and that weather demanded. It is hard to reach the kernel of Navy mind. The unbreakable seas and mechanisms they work on and through, have given them the simplicity of elements and machines. The habit of dealing with swift accident; a life of closest and strictest association with their own caste, as well as contact with all kind of men all the earth over, have added an immense cunning to those qualities; and that they are from early youth out of all feelings that may come between them and their trade, makes them more incomprehensible than Jesuits, even to their own people. What then must they be to the enemy?

Here is a Service, which prowls forth and achieves, at the lowest, something of a victory. How far-reaching a one only the war's end will reveal. It is a Service in gloomy silence, broken by the occasional shout of the long-range leader, after issuing a bulletin which, though it may enlighten the professional mind, does not exhilarate the layman. Meanwhile, the enemy triumphs, wirelessly, far and wide. A few timid and perfunctory seeming contradictions

are put forward against his resounding claims; a Naval expert or two is heard talking "off"; the rest is silence. And so, the enemy, after a prodigious amount of explanation which not even the neutrals seem to take any interest in, revises his claims, and, very devoutly, enlarges his losses. Still no sign. After weeks there appears a document giving our version of the affair, which is as accurate, detached, and scrupulously impartial as the findings of a Prize Court. It opines that the list of enemy losses which it submits "gives the minimum regard to numbers, though it is possibly not entirely accurate in regard to the particular class of vessel, especially those that were sunk during the night attacks." Here the matter rests and remains—just like our blockade. There is an innocence about it all that makes one gasp.

Yet that innocence springs naturally and unconsciously as an oath out of the same spirit that caused the destroyer to pick up the dog. The reports themselves, and tenfold more the stories not in the reports, are charged with it, but no words by any outsider can reproduce just that professional tone and touch. A man writing home after the fight points out that the great consolation for not having cleaned up the enemy altogether was that "anyhow those East Coast devils"—a fellow squadron, if you please, which up till Jutland had had most of the fighting—"were not there. They mistook that show. We were as cock-a-hoop as a girl who had been to a dance that her sister had missed."

This was one of the figures in that dance:—

"A little British destroyer, her midsheeps rent by a great shell meant for a battle-cruiser; exploding steam from every pore; able to go ahead, but not to steer; unable to get out of anybody's way; likely to be rammed by any one of a dozen ships; her siren whimpering:—'Let me through! Make way!'; her crew fallen in aft dressed in lifebelts ready for her final plunge, and cheering wildly as it might have been an enthusiastic crowd when the King passes."

Let us close on that note. We have been compassed about so long and so blindly by wonders and miracles; so overwhelmed by revelations of the spirit of men in the basest and most high; that we have neither time to keep tally of these furious days, nor mind to discern upon which hour of them the world's fate turned:—

Not in the thick of the fight, Not in the press of the odds, Do the heroes come to their height, Or we know the demi-gods,

That stands over till peace. We can only perceive Men returned from the seas, Very grateful for leave.

They grant us sudden days, Snatched from their business of war, We are too close to appraise What manner of men they are.

And whether their names go down With age-kept victories, Or whether they battle and drown Unreckoned is hid from our eyes.

They are too near to be great, But our children shall understand When and how our fate Was changed, and by whose hand.

Our children shall measure their worth We are content to be blind, For we know that we walk on a new born earth With the survivors of mankind.

—Journal of Commerce.

A Preface by Colonel Elkington. Messrs. Hodder and Stoughton make the interesting announcement that Colonel Elkington, whose service in the Foreign Legion recently had so dramatic a sequel, has written a review to "A Soldier of the Legion," by Sergeant Edward Morris. It is said that so far the war has produced no more striking document than this graphic and realistic description of that wonderful force where many a man has found a new home and a new chance in life.

SIDELIGHTS FROM
GERMANY.The Question of the Lives of 70
Millions.

Readers of the semi-official *Manich Neueste Nachrichten* will derive scant comfort from a lengthy article in which it seeks to keep up the spirit of the German nation, which, it is afraid, is flagging. The following are extracts from the article:—

"The hour is grave. The seriousness of the English policy of starving Germany has never made itself so completely felt as now. On all sides the ring of our enemies is becoming stronger and stronger, and it is as if we were closing our eyes to this fact. They have made enormous exertions."

"France, though bleeding from a hundred wounds, will not give way one inch. Russia, which has been declared exhausted so often, is silently stamping over new million armies out of the ground. England, which wields its old dominion of the seas more powerfully than ever, has taken up the fight on land against us with incredible energy and self-sacrifice. Against us stand not only colossal material, but immense intellectual and moral forces."

"We are of opinion that it behoves us to face the fact that we are in danger of sinking into the background—that we are already in the background in our efforts to win the war, not only materially, but, above all, spiritually and in the way of energy. We must make it clear to ourselves that we have the whole world in arms against us. We have done wonders for two long years, but we have not yet done enough. We are not yet at the height of our sacrifices in blood or treasure. We must realise still better that our very existence is at stake. We must sacrifice all and everything we have in order to save our existence."

All Must be Sacrificed.

The leading Bavarian journal then asks, "What is our strength?" The answer is that the German strength consists in rapid and efficient organisation, in the capacity of making all their resources available for one end. "This is the spirit of Prussianism, the militarism of which our enemies are so much afraid. On this strength we shall rely. There are in Germany still many resources in men, and resources that lie waste. They must be brought out. For a century we have accepted the principle that every citizen has to give his life to the service of the State when it is called for."

"Why, then, should we hesitate to exact from everyone, without exception, that work which he is capable of doing? No one has the right to refuse it. No one has a right to do business for himself or to follow his own inclinations. No industry has it, nor any individual. It is the question of the lives of seventy millions, together with all our future. There is no interest great enough to interfere with that interest. What we need is the strong will to make every sacrifice. Then we shall see once more hours of success as we saw them at the beginning of the war."

Threatening Potato Famines.

The Oberpräsident of the Province of Brandenburg addresses a serious warning to agriculturists by means of a circular sent to his district magistrates (Landräte). Although the potato crop in this province is a fair average much deterioration has been noticed by farmers in harvesting it. The authorities having divided the province into a number of "potato areas," and having fixed the amount of potatoes which each area is to deliver to the Potato Bureau; are surprised to see that farmers fail in delivery. The Oberpräsident sternly informs farmers, who are evidently waiting for higher prices, that these tactics must cease, and he insists on instant delivery.

He has clothed the Landräte with special powers for dealing with farmers who give trouble.

Swedish Minister for Foreign Affairs has made an interesting statement to the *Daily Chronicle* special correspondent, who visits the Scandinavian countries to ascertain how the war has affected their trade, and the feelings of the people towards the belligerents:—

Mr. Wallenberg, Sweden's Foreign Minister, has given me for publication a statement on the relations between Britain and Sweden and the general effect of the war on the latter country. Mr. Wallenberg is regarded in quarters as the most powerful member of the Swedish Cabinet, and is freely mentioned as the coming Prime Minister. He has a full appreciation of the point of view of England and France.

The Swedish Government (appointed by the King) has hitherto refused to enter into a general agreement with Britain with regard to imports and exports. Mr. Wallenberg, who is regarded as a moderating influence against pro-German sentiment in Government circles, plainly hints at coming changes in policy. Here is his statement:—

"From the time the war started Sweden—the King, Parliament and the people—determined to remain neutral. Sweden has never for the moment contemplated an entry (if not forcing) into this terrible war. However, in Sweden will be happy when peace comes again. There has been a feeling in England that the Swedes are related to the Germans. It is true they are related to the Germans, but they are related to the English also."

He tells them that the Pötic Bureau have a most anxious attention to face, that they are struggling with potato shortage in all directions. Finally he appeals to their patriotic sense not to allow matters to come to such a pass that penalties must be inflicted for the non-performance of a simple and patriotic duty.

"Brandenburg," he says, should lead the way in patriotism, and what the farmers of Brandenburg do to-day the farmers of other provinces will do to-morrow.

Compulsory Labour on Land. Some excitement has been caused by an announcement of the *Dortmunder Zeitung* that at a recent meeting of the Town Council of Hagen, a large manufacturing centre, the mayor stated that Germany will not be able to avoid further interference with the personal freedom of the people, and that the first step which seems necessary is the introduction of compulsory labour on the land. This, said the mayor, is absolutely necessary in the best interests of the entire nation.

A widespread impression prevails that not only are agriculturists holding back their stocks of potatoes and cereals, but that they are letting large tracts of land go out of cultivation. There is labour enough at their disposal, but hitherto inadequate use has been made of it. "Vorwärts" and other Socialist journals want to know why farmers' wives and daughters do not work in the fields. They have plenty to eat. They are not reeking their brains about milk and butter and eggs, like their sisters in the towns. They do not need to wait weary hours outside potato shops. Let them get out on the land. The Hagen mayor, in his announcement, meant to say that if the rural population fail in their duty to the nation compulsion must be exercised."

Gifts of Leather. The Prussian Ministry of War has sold 6,207 lb. of sole leather to the Municipality of Kiel for \$700. The Ministry states that care is to be taken that the leather is distributed among the poorest sections of the population. The municipality has decided that only those families will receive sole leather whose relatives are serving in the army. It is not definitely stated, but the presumption is that the leather is to be used for repairing boots and shoes.—*Daily Chronicle*.

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HAMS FOR CHRISTMAS.

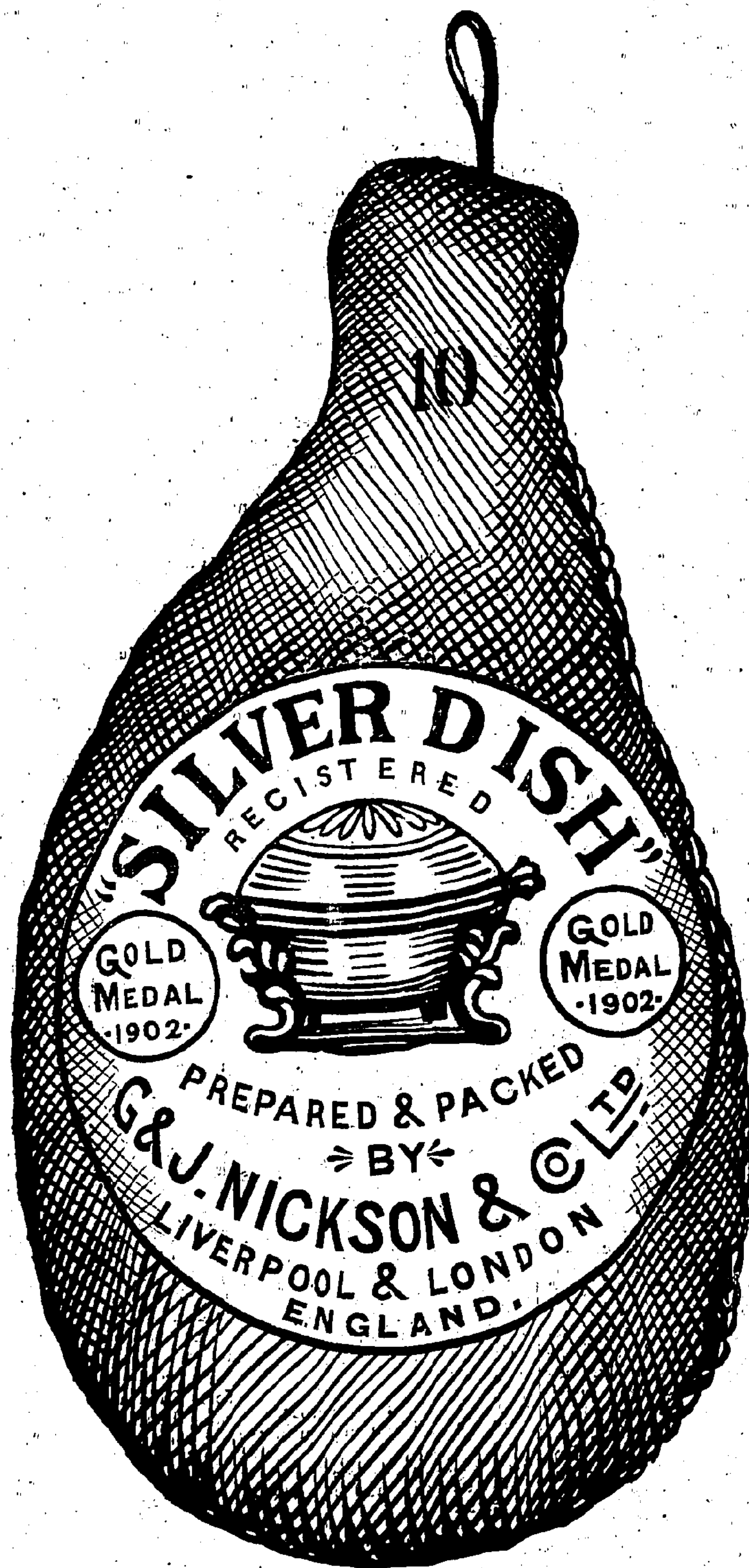
NICKSON'S FAMOUS "SILVER DISH" BRAND.

YORK CUT.

FINEST SELECTED.

SPECIALLY CURED.

EVERY
HAM
GUARANTEED.



QUALITY
CANNOT BE
SURPASSED.

CAN BE OBTAINED FROM ALL THE LEADING STORES IN THE COLONY.

USED ON ALL THE BEST TABLES.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SHELLING; SA.—SALES; B.—BUYING; W.—WOMEN.

STOCK.	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916. Highest	1916. Lowest	Last Dividend
Banks.								
H.K. & Shanghai Banking Corp.	120,000	\$125	all	845	Sept	785	May	\$20
Marine Insurance.								
Canton Ins. Office, Ltd.	10,000	\$250	50	427 1/2	Sept	340	Jan.	426
North China Ins. Co., Ltd.	10,000	\$15	25	180	April	145	Jan.	180
Union Ins. S'ty of C'ton, Ltd.	12,400	\$250	100	972	Aug.	760	Jan.	\$1005
Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	280	Dec.	200	Jan.	300
Fire Insurance.								
China Fire Ins. Co., Ltd.	20,000	\$100	20	163	Aug.	127 1/2	April	168
H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	420
Shipping.								
Douglas Steamship Co., Ltd.	20,000	\$50	all	104 1/2	Dec.	28 1/2	Mar.	137
H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23 1/2	May	19	Dec.	24
Indo-China (Combined Steam Navigation Co., Ltd.)	60,000	\$5	all	172	Dec.	62 1/2	Jan.	190
Shell T'port & T'ing Co., Ltd.	3,797,610	\$1	all	94 1/2	June	75 1/2	Jan.	112 1/2
Star Ferry Company, Ltd.	40,000	\$10	all	93 1/2	Oct.	25	July	41
Refineries.								
China S. Refining Co., Ltd.	20,000	\$100	all	134 1/2	Sept.	80	Jan.	146
Malayan S. Refining Co., Ltd.	14,000	P.80	all					40 1/2
Mining.								
Kailash Mining Admin'tion	1,000,000	\$1	all	35 1/2	April	30 1/2	Dec.	36 1/2
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	440	Mar.	240	Jan.	335
Tromp Mines Ltd.	160,000	\$1	all	25 1/2	Dec.	2 1/2	Mar.	42 1/2
Ural Caspian	796,666	\$1	all	43 1/2	April	25 1/2	Jan.	38 1/2
Docks & Wharves.								
H'kong & K.W. & G. Co., Ltd.	50,000	\$50	all	82	Oct.	65	April	85 1/2
H.K. & W. D. Co., Ltd.	50,000	\$50	all	90	Oct.	56	Mar.	135
Shai Dock & Eng. Co., Ltd.	55,700	\$100	all	63 1/2	Sept.	49	July	92 1/2
Shai & H'kew W. Co., Ltd.	36,000	\$100	all	100	Dec.	10	April	93
Lands, Hotels and Buildings.								
H'kong Hotel Co., Ltd.	20,000	\$50	all	124	Feb.	108	Dec.	118
H'kong Land Investment Co.	50,000	\$100	all	114	Jan.	109 1/2	Dec.	105 1/2
H'phreys Estate & F. Co., Ltd.	120,000	\$10	all	7 1/2	Jan.	6	July	7 1/2
K'loon Land & B'ing Co., Ltd.	6,000	\$50	30	44	Jan.	40	Sept.	38
Shanghai Lands	78,000	\$50	all	57	Mar.	107	Dec.	107
West Point Building Co., Ltd.	12,500	\$50	all	68 1/2	Mar.	77	Dec.	90
H'kong Central Estate Co.	10,000	\$100	all	103	Dec.	99	Jan.	103
Cotton Mills.								
Ewo Cotton S. & W. Co., Ltd.	20,000	\$10	all	180	July	117	Jan.	167
Kung Yik	75,000	\$10	all	161	July	111	Feb.	161
Leau Kung Mow	8,000	\$100	all	90 1/2	Sept.	72	Jan.	81
Shanghai Cottons	40,000	\$50	all	100	May	77	Jan.	125
Yangtze Steamship.								
Yangtze Steamship Co., Ltd.	175,000	\$5	all	6 1/2		3 1/2		6 1/2
Miscellaneous.								
China Borneo Company, Ltd.	60,000	\$12	all	11 1/2	Apr.	5 1/2	May	10 3/8
China Light Power Co., Ltd.	50,000	\$5	all	3 6 1/2	Mar.	4 9 1/2	Oct.	4 30
Do. (Spec. shares)	50,000	\$1	all					
China Export, L. & M. Co., Ltd.	125,000	\$10	all	7 1/2	Jan.	10 15	Oct.	10 10
Dairy Farm Company, Ltd.	60,000	\$7 1/2	all	35	Jan.	29	Dec.	41
Green Island Cement Co., Ltd.	400,000	\$10	all	11 20	Oct.	5 20	Jan.	12 10
Hongkong Electric Co., Ltd.	60,000	\$10	all	45	Oct.	36 1/2	Feb.	55
Hongkong Ice Co., Ltd.	6,500	\$25	all	190	Dec.	183	Oct.	190
Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34 1/2	Dec.	25	Jan.	41
Hongkong Tramway Co., Ltd.	325,000	\$5	all	6	Oct.	5	Apr.	7 50
Langkate	250,000	\$10	all	43 1/2	May	35	Mar.	40 1/2
Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10 1/2	June	9 30	June	10 25
Do. (New)	50,000	\$10	\$1	1 00	Mar.	80	Oct.	1 00
Steam Laundry Co., Ltd.	20,000	\$5	all	425	Jan.	3	June	3 80
Union Water-boat Co., Ltd.	37,725	\$10	all	18	Jan.	16	Dec.	17
Watson and Co., Ltd.	90,000	\$10	all	7 10	Mar.	6 50	Oct.	7 70
William Powell, Limited	21,000	\$7	all	6 90	Aug.	6	Dec.	7 1/2
S. O. Morning Post	6,001	\$25	all	28		28		28
H'kong Steel Foundry Co., Ltd.	7,500	\$10	all			10		9 1/2

BENJAMIN & POTTS, Share and General Brokers, Princes Building, HONGKONG. Tel. address: Broker, 1152. CORRECTED TO noon, Dec. 8, 1916. TELEPHONE NO. 1152.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE NINETEEN SHARE MARKET NEWS." THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Measures, Benjamin and Potts, in their share report, dated December 8, states:—

Our last report was dated the 1st December, and in the interval our local market has been more active. Very little business has however been put through in investment stocks, and lower rates would in most cases be accepted. In the speculative section deferred Indos have been in good demand and the market closed strong with buyers well satisfied. Sugars and Docks have both declined somewhat on last week's rates, but the latter are coming into favour at the close. Consols have been largely dealt in; the announcement of the decision of the Company to make a Capital return of 22% having a very strong effect on the market.

Very little business has been done with Shanghai where the situation is practically unchanged, though there is a slightly better feeling in the money market. Cottons are unchanged—small sales of Shanghai Cottons have taken place at 11 1/2, and Kanyikots could probably be placed at 11 1/2. The rubber market still remains strong, the price of raw material having advanced to 3 1/2.

We have no change of importance to report in the Singapore share market.

The following dividend payments have been made during the week:—1st Interim—Changshing 10%; 2nd Interim—Baiting 25 cents; 3rd Interim—Sanyang 40 cents; 4th Interim—50 cents; 5th Interim—100 cents; 6th Interim—100 cents; 7th Interim—100 cents; 8th Interim—100 cents; 9th Interim—100 cents; 10th Interim—100 cents; 11th Interim—100 cents; 12th Interim—100 cents; 13th Interim—100 cents; 14th Interim—100 cents; 15th Interim—100 cents; 16th Interim—100 cents; 17th Interim—100 cents; 18th Interim—100 cents; 19th Interim—100 cents; 20th Interim—100 cents; 21st Interim—100 cents; 22nd Interim—100 cents; 23rd Interim—100 cents; 24th Interim—100 cents; 25th Interim—100 cents; 26th Interim—100 cents; 27th Interim—100 cents; 28th Interim—100 cents; 29th Interim—100 cents; 30th Interim—100 cents; 31st Interim—100 cents; 32nd Interim—100 cents; 33rd Interim—100 cents; 34th Interim—100 cents; 35th Interim—100 cents; 36th Interim—100 cents; 37th Interim—100 cents; 38th Interim—100 cents; 39th Interim—100 cents; 40th Interim—100 cents; 41st Interim—100 cents; 42nd Interim—100 cents; 43rd Interim—100 cents; 44th Interim—100 cents; 45th Interim—100 cents; 46th Interim—100 cents; 47th Interim—100 cents; 48th Interim—100 cents; 49th Interim—100 cents; 50th Interim—100 cents; 51st Interim—100 cents; 52nd Interim—100 cents; 53rd Interim—100 cents; 54th Interim—100 cents; 55th Interim—100 cents; 56th Interim—100 cents; 57th Interim—100 cents; 58th Interim—100 cents; 59th Interim—100 cents; 60th Interim—100 cents; 61st Interim—100 cents; 62nd Interim—100 cents; 63rd Interim—100 cents; 64th Interim—100 cents; 65th Interim—100 cents; 66th Interim—100 cents; 67th Interim—100 cents; 68th Interim—100 cents; 69th Interim—100 cents; 70th Interim—100 cents; 71st Interim—100 cents; 72nd Interim—100 cents; 73rd Interim—100 cents; 74th Interim—100 cents; 75th Interim—100 cents; 76th Interim—100 cents; 77th Interim—100 cents; 78th Interim—100 cents; 79th Interim—100 cents; 80th Interim—100 cents; 81st Interim—100 cents; 82nd Interim—100 cents; 83rd Interim—100 cents; 84th Interim—100 cents; 85th Interim—100 cents; 86th Interim—100 cents; 87th Interim—100 cents; 88th Interim—100 cents; 89th Interim—100 cents; 90th Interim—100 cents; 91st Interim—100 cents; 92nd Interim—100 cents; 93rd Interim—100 cents; 94th Interim—100 cents; 95th Interim—100 cents; 96th Interim—100 cents; 97th Interim—100 cents; 98th Interim—100 cents; 99th Interim—100 cents; 100th Interim—100 cents; 101st Interim—100 cents; 102nd Interim—100 cents; 103rd Interim—100 cents; 104th Interim—100 cents; 105th Interim—100 cents; 106th Interim—100 cents; 107th Interim—100 cents; 108th Interim—100 cents; 109th Interim—100 cents; 110th Interim—100 cents; 111th Interim—100 cents; 112th Interim—100 cents; 113th Interim—100 cents; 114th Interim—100 cents; 115th Interim—100 cents; 116th Interim—100 cents; 117th Interim—100 cents; 118th Interim—100 cents; 119th Interim—100 cents; 120th Interim—100 cents; 121st Interim—100 cents; 122nd Interim—100 cents; 123rd Interim—100 cents; 124th Interim—100 cents; 125th Interim—100 cents; 126th Interim—100 cents; 127th Interim—100 cents; 128th Interim—100 cents; 129th Interim—100 cents; 130th Interim—100 cents; 131st Interim—100 cents; 132nd Interim—100 cents; 133rd Interim—100 cents; 134th Interim—100 cents; 135th Interim—100 cents; 136th Interim—100 cents; 137th Interim—100 cents; 138th Interim—100 cents; 139th Interim—100 cents; 140th Interim—100 cents; 141st Interim—100 cents; 142nd Interim—100 cents; 143rd Interim—100 cents; 144th Interim—100 cents; 145th Interim—100 cents; 146th Interim—100 cents; 147th Interim—100 cents; 148th Interim—100 cents; 149th Interim—100 cents; 150th Interim—100 cents; 151st Interim—100 cents; 152nd Interim—100 cents; 153rd Interim—100 cents; 154th Interim—100 cents; 155th Interim—100 cents; 156th Interim—100 cents; 157th Interim—100 cents; 158th Interim—100 cents; 159th Interim—100 cents; 160th Interim—100 cents; 161st Interim—100 cents; 162nd Interim—100 cents; 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